

BOARD OF SUPERVISORS

Brown County



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PLAN, DEV. & TRANS. COMMITTEE

Bernie Erickson, Chair; Dave Kaster, Vice Chair
Norbert Dantine, Steve Deslauriers, Alex Tran

PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE

Monday, June 3, 2019

**Approx. 6:15 PM (Or to follow Land Con)
Brown County Public Works Department
2198 Glendale Ave – Village of Howard**

**NOTICE IS HEREBY GIVEN THAT THE COMMITTEE MAY TAKE ACTION ON
ANY ITEMS LISTED ON THE AGENDA**

***PLEASE NOTE TIME & LOCATION**

- I. Call Meeting to Order.
- II. Approve/Modify Agenda.
- III. Approve/Modify Minutes of Special April 17 and April 22, 2019.
- IV. Discussion re: future meeting locations.

Comments from the Public

Consent Agenda

1. CIP Update.
2. Planning Commission Board of Directors (April 3, 2019).
3. Solid Waste Board (April 15, 2019).
4. Airport - Budget Status Financial Report for April 2019 – Unaudited.
5. Extension Brown County - Budget Status Financial Reports for January, February, March and April 2019 - Unaudited.
6. Port & Resource Recovery – Budget Status Financial Reports for March 2019 – Unaudited.
7. Planning Commission, Property Listing, Zoning – Budget Status Financial Reports for March 2019 – Unaudited. (Land Information – No agenda items)
8. Register of Deeds - Budget Status Financial Report for April 2019 – Unaudited.

Communications

9. Communication from Supervisors Van Dyck and Deslauriers: Request that prior to any consideration being given to BC Organics to lease County owned property in Southern Brown County, that the Port and Solid Waste Authority require BC Organics to engage the services of a waste water expert to advise the County on the viability of the water treatment methodology being proposed by BC Organics waste water expert to be selected at the discretion of the County and paid for by BC Organics. *Held for a month.*

10. Communication from Supervisor Lefebvre re: That the County Board pass a resolution in support of H. R. 763 – the Energy Innovation and Carbon Dividend Act. The following County Boards and City Councils passed a resolution – Dane County, Eau Claire County, La Crosse County, Eau Claire City, La Crosse City, Rice Lake City, Stevens Point City, and Waupaca City. In reference to handout at the May 15th County Board Meeting. *Referred from May County Board.*
11. Communication from Supervisor Brusky re: To ensure that a smooth and dutiful integration of improved security at the Brown County Courthouse can be made, that is in compliance with Wisconsin Supreme Court Rule 68.06, that the Director of Public Works and Administration work with the Brown County Sheriff on the design, planning, financial resources and implementation of the needed improvements at the courthouse that preserve its character and aesthetics. *Referred from May County Board.*

Extension Brown County

12. Update on Industrial Hemp in Brown County.
13. Consent Resolution of the Members of Associated County Extension Committees, Inc.
14. Director's Report.

Port & Resource Recovery

15. Discussion and possible action re: an Ordinance to move the demarcation of the "No Wake Zone" at the mouth of the Fox River.
16. South Landfill Public vs. Private Construction and Operation Analysis – Request For Approval.
17. Transfer Station By-Pass Lane and Ditch Work Bid – Request For Approval.
18. Director's Report.

Airport

19. 12+ Hour Shift Report.
20. Open Positions Report.
21. Director's Report.
 - a. Frontier Air Lines Inaugural Flight.
 - b. Pulling Together for a Cure Review.
 - c. Construction Projects:
 - i. ELBC.
 - ii. East Ramp Expansion to the West.
 - iii. Fuel Farm Roads.

Public Works

22. Budget Adjustment Request (19-046): Reallocation between two or more departments, regardless of amount.
23. Discussion with possible action regarding doing an energy audit on all county-owned buildings. *Deferred until June meeting.*
24. Recommendation and Approval for 6-Year (2020-2025) Highway & Bridge Capital Improvement Plan (CIP).
25. Recommendation and Approval for 6-Year (2020-2025) Facility Capital Improvement Plan (CIP).
26. Summary of Operations Report.
27. Director's Report.

Other

28. Acknowledging the bills.
29. Such other matters as authorized by law.
30. Adjourn.

Bernie Erickson, Chair

Please take notice that it is possible additional members of the Board of Supervisors may attend this meeting, resulting in a majority or quorum of the Board of Supervisors. This may constitute a meeting of the Board of Supervisors for purposes of discussion and information gathering relative to this agenda.

**PROCEEDINGS OF THE BROWN COUNTY
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE**

Pursuant to Section 19.84 Wis. Stats., a special meeting of the **Brown County Planning, Development & Transportation Committee** was held on Wednesday, April 17, 2019 in Room 210, City Hall, 100 N. Jefferson St., Green Bay, WI

Present: Chair Erickson, Supervisor Kaster, Supervisor Tran, Supervisor Dantine, Supervisor Deslauriers
Also Present: Public Works Director Paul Fontecchio

I. Call Meeting to Order.

The meeting was called to order by Chair Bernie Erickson at 6:45 pm.

II. Approve/Modify Agenda.

Motion made by Supervisor Dantine, seconded by Supervisor Deslauriers to approve. Vote taken. **MOTION CARRIED UNANIMOUSLY**

Comments from the Public: None.

Public Works

1. Recommendation and Approval for the Fox River Papermaking Corridor Storm Water Project – Project #2317.

Motion made by Supervisor Dantine, seconded by Supervisor Erickson to approve and award the contract to Dorner, Inc. in the amount of \$6,298,743.79 for the Base Bid plus Alt A for Project #2317. Vote taken. **MOTION CARRIED UNANIMOUSLY**

Other

2. Such other matters as authorized by law. None.

3. Adjourn.

Motion made by Supervisor Dantine, seconded by Supervisor Tran to adjourn at 6:58 pm. Vote taken. **MOTION CARRIED UNANIMOUSLY**

Respectfully submitted,

Alicia A. Loehlein
Administrative Coordinator

**PROCEEDINGS OF THE BROWN COUNTY
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE**

Pursuant to Section 19.84 Wis. Stats., a regular meeting of the **Brown County Planning, Development & Transportation Committee** was held on Monday, April 22, 2019 at the Public Works Department, 2198 Glendale Avenue, Green Bay, WI.

Present: Chair Erickson, Supervisor Kaster, Supervisor Dantine, Supervisor Deslauriers, Supervisor Tran
Also Present: County Executive Streckenbach, Supervisor Deneys, Extension Brown County Director Judy Knudsen, Register of Deeds Cheryl Berken, Port & Resource Recovery Operations Manager Chad Doverspike, Public Works Director Paul Fontecchio, Airport Director Marty Piette, and other interested parties.

I. Call Meeting to Order.

The meeting was called to order by Chair Bernie Erickson at 5:36 pm.

II. Approve/Modify Agenda.

Dantine asked to hold Item #9 until next month; Deslauriers made the correction, Brown County Organics s/b BC Organics; Erickson informed they will only vote on the Public Works and Facility Management portion of Item 10.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve as amended. Vote taken. MOTION CARRIED UNANIMOUSLY

III. Approve/Modify Minutes of March 25, 2019.

Motion made by Supervisor Deslauriers, seconded by Supervisor Dantine to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

Comments from the Public None.

Consent Agenda

- 1. Harbor Commission (February 11, 2019).**
- 2. Planning Commission Board of Directors (February 6, 2019).**
- 3. Solid Waste Board (March 18, 2019).**
- 4. Airport - Budget Status Financial Report for December 2018 and February 2019 – Unaudited.**
- 5. Planning Commission – Budget Status Financial Report for December 2018, January and February 2019 – Unaudited.**
- 6. Property Listing - Budget Status Financial Report for December 2018, January and February 2019 – Unaudited.**
- 7. Zoning - Budget Status Financial Report for December 2018, January and February 2019 – Unaudited.**
- 8. Register of Deeds - Budget Status Financial Report for December 2018 – Unaudited.**

Motion made by Supervisor Dantine, seconded by Supervisor Deslauriers to suspend the rules to take Items 1-8 together. Vote taken. MOTION CARRIED UNANIMOUSLY

Motion made by Supervisor Dantine, seconded by Supervisor Deslauriers to receive and place on file Items 1-8. Vote taken. MOTION CARRIED UNANIMOUSLY

Communications

- 9. Communication from Supervisors Van Dyck and Deslauriers: Request that prior to any consideration being given to Brown County Organics to lease County owned property in Southern Brown County, that the Port and Solid Waste Authority require Brown County Organics to engage the services of a waste water expert to advise the County on the viability of the water treatment methodology being proposed by Brown County**

Organics waste water expert to be selected at the discretion of the County and paid for by Brown County Organics. Referred from April County Board. Item held for a month.

Resolutions & Ordinance

10. 2018 Balanced Budget Adjustment.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

Supervisor Deslauriers was excused at 5:40 pm.

Extension Brown County

11. Director's Report.

In regard to positions, Extension Director Judy Knudsen informed their Horticulture Indicator took a job with the Extension in the Milwaukee, Racine and Kenosha Counties; they were in the process of filling that position. It's a busy time of year so they were relying on part-time staff and Master Gardeners to answer horticulture questions. They pulled a lot of different dollars together to hire a 4-H Program Coordinator. The focus was to expand 4-H programming into urban areas. They had a new 4-H Club that just got started in the downtown area.

They received a grant from Extension to do a project with Circles Green Bay; a program that provided mentors to individuals who were low income. The grant was to look at the impact of gardening on parent/child relationships. They told them they would have 30 participants but it had grown to 70.

They recently did a tenant education program developed by Extension for the ADRC of Brown County. There's an increase in older adults selling their homes; downsizing and moving into rental properties. Most had never rented before; they were providing information to be good tenants and to deal with a different situations they weren't used to. They were working with Comprehensive Housing Division, formerly Oneida Housing Authority, to do tenant education with them. Oneida had a lot of rental housing and were having some challenges with some of their tenants. UW-Extension was going to provide some training; Oneida was willing to pay for that.

Knudsen provided a handout re: Extension Brown County Report for April 2019 (attached) and spoke to the 4-H Pop Top Collection for the Ronald McDonald House.

They were planning a number of activities in October and November to get people out to the STEM Innovation Center to have people understand it was a public building, not just a classroom building.

Planning for Breakfast on the Farm was underway. They were changing the menu up a bit, pancakes with Wisconsin maple syrup. Planning was going very well and they were starting to think of the Brown County Fair.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

Register of Deeds

12. Register of Deeds Annual Report.

Register of Deeds Cheryl Berken referred to her report in the packet and briefly went through it with the committee. Dantine questioned recordings being down, Berken responded, it looked like they had stopped raising interest rates at this point, if they raise them more they wouldn't see as many refinances. It looked like sales were going well and large sales were going well, which was why they had the increase of \$74,000 of transfer fees being collected. Larger sales, businesses, things that were being sold with a high value. The county kept 20% of the transfer fees and the state got 80%.

Berken informed they moved a full-time position to a part-time saving \$15,000 a year come 2019; it's a \$9,000

savings for 2018.

They were still back-indexing every day and were back to mid-1970. They had everything scanned back to 1962.

Berken informed she started a survey index. When people came in with a certified survey map, they were now indexing it to the legal description that it was taken out of as it used to be. She was back indexing it herself and had 30 years of indexing to go backwards. Going forward from January her audit section was putting in both legal descriptions. It will be easier for customers to search if they had a certified survey map legal; they would put in a map number and lot number.

**Motion made by Supervisor Dantinne, seconded by Supervisor Kaster to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY**

Airport

13. 12+-Hour Shift Report.

Airport Director Marty Piette informed they had one employee work 14.5 hours due to snow removal.

**Motion made by Supervisor Dantinne, seconded by Supervisor Kaster to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY**

14. Open Positions Report.

Piette informed their Financial Specialist, who had been with the county for nearly 20 years, retired. They bid her farewell 2-weeks ago so last week was their first week without her running their Accounting Department. They had a job posting out that closed today and had a number of good candidates. They will start interviews tomorrow to have the position filled soon.

**Motion made by Supervisor Dantinne, seconded by Supervisor Kaster to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY**

15. Director's Report.

- a. Air Service Updates.**
- b. Upcoming Events.**

Frontier Airlines will be starting on May 23rd with 3-time weekly service to Denver non-stop. They were in the planning process for an inaugural flight. Info to follow however they will do a water cannon salute for the aircraft and have a number of different chambers and CVB members, maybe a band to kick off the service. It arrived at 6:04 pm and departed at 7:24 pm.

They were moving into their spring and summer schedule. United was back up to their 5-daily departures to O'Hare and American had 4-daily departures to O'Hare.

One thing he was watching was the grounding of the 737 Max Aircraft, grounded by the FAA a month or so ago because of some incidents. Fortunately United and American did not really rely on that aircraft too much for their fleet but American did have 24 of those aircrafts and United had 14. Those aircraft were grounded through August of 2019. Keeping an eye on to see how, if at all, that would affect their schedule. He didn't think it would. They don't actually serve their airport but they could if they were needed.

President of the United States Donald Trump will be visiting Saturday, he had an event at the Resch Center. There was quite a bit of planning that was involved in accommodating his arrival and departure at the airport. They started it today and will be ramping up and continuing throughout the week. Should be a lot of fun and interesting and a great honor to have the President and Air Force One.

Projects coming up into spring and summertime, they had new exit lane technology that would go into their security screening checkpoints. The exit lane technology in place now was put in when concourses were built in 2004 and 2006, this was a federally funded grant that will upgrade the technology to be able to detect people trying to get into the secured area of the concourses. Project will take place in the fall, they were working on the final design elements of it now but hope to have it out to bid this summer with construction in the fall.

Summer Projects:

- Ramp expansion, a continuation of some of the projects over the years to provide more parking for general aviation aircraft, particularly during Packer home games, Air Venture or other special events.
- Runway safety area grading project.
- Fuel Farm – Their two fixed-base operators that fuel all of the aircrafts, the roads had deteriorated to the point where they had a state grant to rebuild.

Erickson questioned enhancing the viewing area at the east end off of 172. Piette stated it was a great idea, they were looking at adding it to their 2020 budget as far as improvements.

Motion made by Supervisor Kaster, seconded by Supervisor Tran to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

Port & Resource Recovery

16. Refuse Transfer Station Scale RFB – Request for Approval.

Operations Manager Chad Doverspike informed they were doing some process improvements at their garbage transfer station on W. Mason St. (as noted in Items 16 & 17) including adding a second scale to process transactions quicker. RFID readers in windshields will process some of the transactions partially by themselves, a scale operator would confirm the transaction in the scale house. He referred to the map in the packet and briefly spoke to it.

Responding to Kaster's question regarding the differences in bid, Doverspike informed there was a non-mandatory walk-through for vendors. Valley Scale was a current vendor that they used for lots of different things and they came, was actively part of it and the other company did not come to the walkthrough.

Motion made by Supervisor Dantine, seconded by Supervisor Tran to approve Valley Scale for \$72,763.00 for Project #2315 Transfer Station 2nd Truck Scale. Vote taken. MOTION CARRIED UNANIMOUSLY

17. Refuse Transfer Station Scale House Remodeling RFB – Request for Approval.

Doverspike informed the second part of the process improvement was in three steps; increasing the size of their scale house to get it closer to the existing scale, getting the scale operator closer to the customer, and taking it from a bay window to a square sided window to be able to see up the entrance where customers were coming in, where some of their programs were running, and offering a better line of sight. This was a mandatory walkthrough, all four vendors came through, and two were disqualified for not submitting certain parts of the bid with their proposal. He contacted FOTH and they weren't able to design the project. He contacted Somerville and they gave him an estimate on the project but didn't bid and said it would be roughly \$45,000.00, which was in line with where MS2 bid.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to award the bid for Project 2316 Transfer Station Scale House Remodel to Mission Support Services (MS2) for \$44,315.00. Vote taken. MOTION CARRIED UNANIMOUSLY

18. Federal Policy Positions – Request for Approval.

Doverspike referred to the American Great Lakes Ports Association 2019 Policy Agenda, included in the agenda packet, and highlighted the Harbor Maintenance Fund, the Marine Infrastructure Renewal, and the New Coast Guard Icebreaker.

Motion made by Supervisor Dantine, seconded by Supervisor Tran to approve the Federal Policy Positions. Vote taken. MOTION CARRIED UNANIMOUSLY

19. Director's Report.

Doverspike pointed the committee's attention to the South Landfill Plan of Operation, he explained it was their guiding document as far as how they were going to be operating the landfill when it became the landfill. They were in their 12th hr of completion; it will be submitted by the end of the month, first week of May at the latest. He further spoke to the Solid Waste Transfer Station, Acquisitions and Open Positions portion of the report.

Tran informed she would like to see the plan regarding Renard Island before the board meeting, to look over. Kaster agreed and would like to see it as soon as they had it available.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

Public Works

20. Summary of Operations Report.

Public Works Director Paul Fontecchio stated other than county maintenance due to winter and flooding, they were doing okay with the rest of their line items.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

21. Director's Report.

Fontecchio briefly spoke to his Director's Report located in the agenda packet.

Responding to Tran, the county couldn't apply for federal emergency for the flood damage because there was a monetary threshold. It's \$3.78 times the population of Brown County, which was just under a million dollars at \$743,000. Fontecchio provided a handout (attached) with regarding to 2019 Project Updates, noting the flood damages and how they were looking at addressing the shortfall. Replying to Erickson, some of the park and golf course flooding was covered by insurance and didn't qualify. They looked at it all and it didn't add up.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

Other

22. Acknowledging the bills.

Motion made by Supervisor Dantine, seconded by Supervisor Tran to acknowledge receipt of the bills. Vote taken. MOTION CARRIED UNANIMOUSLY

23. Such other matters as authorized by law. None.

24. Adjourn.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to adjourn at 6:28 pm. Vote taken. MOTION CARRIED UNANIMOUSLY

Respectfully submitted,

Alicia A. Loehlein, Administrative Coordinator

Minutes
BROWN COUNTY PLANNING COMMISSION
BOARD OF DIRECTORS
Wednesday, April 3, 2019
Green Bay Metro Transportation Center
901 University Avenue, Commission Room
Green Bay, 54302 - 6:30 p.m.

ROLL CALL:

Paul Blindauer	<u>x</u>	Kathleen Janssen	<u>x</u>	Terry Schaeuble	
Brian Brock	<u>x</u>	Dotty Juengst	<u>Exc</u>	Glen Severson	<u>x</u>
Norbert Dantine, Jr.	<u>x</u>	Dave Kaster	<u>x</u>	Ray Suennen	<u>x</u>
Bernie Erickson	<u>x</u>	Michelle Kerr	<u>x</u>	Norbert Van De Hei	<u>Exc</u>
Kim Flom*	<u>x</u>	Patty Kiewiz	<u>Exc</u>	Jason Ward	<u>x</u>
Steve Grenier	<u>x</u>	Dave Landwehr	<u>x</u>	Matthew Woicek	<u>x</u>
Mark Handeland	<u>x</u>	Aaron Linssen	<u>x</u>	Reed Woodward	<u>x</u>
Matthew Harris	<u>x</u>	Michael Malcheski			
Frederick Heitl	<u>x</u>	Austin Miloszewicz	<u>Exc</u>		
Phil Hilgenberg	<u>Exc</u>	Gary Pahl	<u>x</u>	City of Green Bay (Vacant)	

Others Present: Everett Butzine, Lisa Conard, Chuck Lamine, Cole Runge, *Peter Schleinz for Kim Flom, Dan Teaters, and Devin Yoder.

1. Approval of the minutes of the February 6, 2019 regular meeting of the Brown County Planning Commission Board of Directors.

A motion was made by B. Brock, seconded by G. Severson, to approve the minutes of the February 6, 2019 regular meeting of the Brown County Planning Commission Board of Directors. Motion carried.

2. Receive and place on file meeting minutes of the Brown County Transportation Coordinating Committee (TCC)
 - a. December 4, 2017
 - b. March 12, 2018
 - c. June 11, 2018
 - d. September 10, 2018
 - e. December 3, 2018
 - f. March 11, 2019

A motion was made by S. Grenier, seconded by G. Pahl, to receive and place on file the December 4, 2017, March 12, 2018, June 11, 2018, September 10, 2018, December 3, 2018, and March 11, 2019 meeting minutes of the Brown County Transportation Coordinating Committee (TCC). Motion carried.

3. Receive and place on file the Draft March 13, 2019 BCPC Board of Directors Transportation Subcommittee meeting minutes.

A motion was made by G. Pahl, seconded by G. Severson, to receive and place on file the Draft March 13, 2019 BCPC Board of Directors Transportation Subcommittee meeting minutes. Motion carried.

4. Discussion and action regarding draft goals and objectives for the Brown County Comprehensive Plan Update.

D. Yoder presented via PowerPoint.

D. Yoder noted that staff consulted several resources to help draft the goals and objectives.

1. The Greater Green Bay Community Foundation's 2016 LIFE Study provides a range of community indicators to help identify community wellness in Brown County.
2. The Bay Area Community Council's 2018 Greater Green Bay – *Envisioning the Future* report examines key change factors that might shape the future of Brown County and the Green Bay

metro area, and a range of goals and strategies to shape that future. This report is built from the data and information collected in the 2016 LIFE study.

3. The Greater Green Bay Chamber created the Economic Development Strategic Plan in 2017 for the Greater Green Bay area. The strategic plan is to help guide the metropolitan area's economic development, specifically around the most promising economic growth opportunities based on current conditions and analysis. This plan helped integrate economic development opportunities into the goals and objectives for the 2019 Brown County Comprehensive Plan.
4. The Brown County Planning Commission created online surveys for the different plan elements, and solicited community feedback for these through a variety of sources.

D. Yoder reviewed the comments staff received through the online survey by category:

- Envisioning BC - Land Use in Brown County (77 responses)
 - Positives:
 - Parks and open space
 - Water resources - the Bay, rivers, streams, and lakes
 - Downtown Green Bay rejuvenation
 - Concerns:
 - Sprawl and development in rural areas
 - Some commercial areas faring better than others
 - Favorite places:
 - Parks, Bay Beach, Wildlife Sanctuary
- Connecting BC - Transportation in Brown County (68 responses)
 - Majority felt they had ability to get around, but more difficult for people without a car in rural areas, and kids.
 - Existing highway network is in good condition
 - Would like to see more:
 - Bus stops;
 - Bicycle facilities;
 - Improved surface street conditions;
 - Inter-city travel options
- Living In BC - Housing in Brown County (33 responses)
 - Need more housing options for young adults, young families, and empty nesters/older adults
 - Newer housing is not affordable
 - Quality and affordability;
 - Neglect
- Building BC - Economic Development in Brown County (26 responses)
 - Educational opportunities
 - Good educational options
 - Continue to link job training and educational partnerships
 - Economy diverse, continue to grow more skilled labor
 - Talent retention
- Exploring BC - Natural and Cultural Resources in Brown County (33 responses)
 - Water resources and parks
 - Protect unique natural features
 - Continue to protect air and water quality
 - Opportunities for more educational and cultural opportunities

- Farming BC - Agriculture in Brown County (26 responses)
 - Farmland protection
 - Farmers' markets
 - Educational and marketing opportunities
 - Agricultural runoff and water quality
 - Limit subdivisions/development in rural areas
- Uniting BC - Intergovernmental Cooperation and Utility and Community Facilities (26 responses)
 - Generally positive responses for County facilities
 - Questions and concerns about future energy production
 - Flood protection and stormwater management
 - Continued cooperation between communities
 - Service sharing
- Healthy BC - Health in Brown County (39 responses)
 - Lack of healthy food options and grocery stores in some areas
 - Exercise and climate
 - Mental health services and health care costs
- General Comments (27 responses)
 - Homelessness issues
 - Recruiting and retaining talent to region – don't get left behind to other areas in WI and Upper Midwest
 - Continue to plan proactively – prevent future problems
 - Collaborating across jurisdictions and service consolidation

G. Pahl stated that he agrees with the need for mental health services and the need to get mental health service information to the public.

R. Suennen asked if the results of the online survey surprised staff.

D. Yoder noted that lack of "bridge" comments surprised him.

A. Linssen agreed that it is important to emphasize infill development and avoid sprawl. A. Linssen asked what kind of tools were available to staff.

D. Yoder noted that municipal strategies for doing so include permitting processes and tapping into funding resources.

C. Lamine noted that on the county end, the Brown County housing rehabilitation program can assist (The City of Green Bay has a similar program). Tax Increment Financing (TIF) and sewer service area controls can be used as tools.

Discussion occurred regarding the high density Centennial Center development located in the Village of Hobart.

K. Janssen noted that the Town of New Denmark uses zoning to preserve the rural atmosphere of the town.

M. Handeland noted that he grew up in Milwaukee and noted that in the 1960s and 1970s people left the core. Now, people are moving back to the core.

S. Grenier noted the City of Green Bay is developing land on South Broadway known as the Shipyard and noted it is a great example of infill.

Staff noted that individual draft chapters will be presented at upcoming meetings.

A motion was made by G. Pahl, seconded by J. Ward, to receive and place on file was the draft goals and objectives for the Brown County Comprehensive Plan Update. Motion carried.

5. Presentation and discussion on the completed Town of Holland Comprehensive Plan Update.

C. Lamine noted that it is important to keep the planning commission informed on the work staff does for Brown County communities.

D. Teaters noted that the Brown County Planning Commission staff was hired by the Town of Holland to complete a comprehensive plan. The work began in 2017 and was completed in 2018.

D. Teaters noted that Holland is a very rural community and not a lot of change had occurred since the last comprehensive plan was prepared. However, this process allows staff and the community to review policies and procedures and identify what has worked and what has not worked. D. Teaters noted that this is the town's plan and not Brown County's plan. Every effort is made by staff to reflect the wishes of the town.

D. Teaters continued that the town, in its efforts to maintain a rural atmosphere, relies on its zoning code and the Brown County Farmland Preservation Plan.

F. Heitl noted that he represents the town on the planning commission. F. Heitl noted that D. Teaters did a fantastic job. D. Teaters was fair, impartial, and transparent.

6. Director's Report.

a. Welcome Everett Butzine, Planner 1 – Housing

C. Lamine welcomed E. Butzine to the staff. E. Butzine is a graduate of UW-Oshkosh with a Bachelor's degree in Urban Planning. E. Butzine has worked for the Winnebago County Housing Authority and the City of Oshkosh. C. Lamine stated that E. Butzine would be working with the housing rehabilitation program and Community Development Block Grant (CDBG) program.

C. Lamine stated that staff will be presenting the draft Safe Harbor Study at a future meeting. Staff received a Coastal Management Grant to complete the study.

C. Lamine stated that with the addition of the Brown County Housing Authority, the PALS department floor plan was redesigned to accommodate an additional office needed for staff.

C. Lamine, project manager for the (Science Technology, Engineering and Math) STEM building, stated construction is proceeding. However, there have been numerous bad weather days since construction began and the project was recently accelerated to allow for a completion date of August 15, 2019. The building is located on the UW-Green Bay campus and will house 80 engineering students this fall.

7. Brown County Planning Commission staff updates on work activities during the months of February and March 2019.

A motion was made by S. Grenier, seconded by A. Linssen, to receive and place on file the staff updates on work activities during the months of February and March 2019. Motion carried.

8. Other matters.

K. Janssen noted that a Canadian National (CN) rail crossing on Frontier Street (near the Twin Oaks Golf course) is in poor condition and considers it to be a hazard. Requests by the town to CN have gone unanswered. K. Janssen asked if Brown County had any type of authority over rail/street crossings.

C. Runge noted that past attempts to engage rail companies in this regard have gone unanswered and Brown County has no authority over crossings.

The crossing are owned by the rail company and communities are not allowed to go in and fix them on their own.

B. Brock and S. Grenier confirmed.

G. Pahl noted that the Town of Wrightstown cut the grass in roadway ditches last fall which helped with the flooding the area experienced this spring.

G. Paul advocated for cover crops to slow run-off.

9. Adjourn.

A motion was made by G. Paul, seconded by G. Severson, to adjourn. Motion carried.

The meeting adjourned at 7:31 p.m.

PROCEEDINGS OF THE BROWN COUNTY SOLID WASTE BOARD

A regular meeting was held on **Monday April 15, 2019**

at the Brown County Resource Recovery Facility, 2561 S Broadway, Green Bay, WI 54304

1) Call to Order:

The meeting was called to order by Solid Waste Board Chair John Katers at 2:30 pm.

2) Roll Call:

Present: John Katers, Chair
Mark VandenBusch, Vice-Chair
Michael Lefebvre
Mike VanLanen
Norb Dantinne
Bud Harris
Bill Seleen
Doug Martin

Excused: Dave Landwehr

Also Present: Dean Haen, Brown County P&RR
Mark Walter, Brown County P&RR
Chad Doverspike, Brown County P&RR
Samantha Jerome, Brown County P&RR
Chris Anderson, Foth
Krystal Clark, Foth
Tom VandeWettering, Town of Holland

3) Approval/Modification – Meeting Agenda

A motion to approve the agenda was made by Mike VanLanen and seconded by Norb Dantinne. Unanimously approved.

4) Approval/Modification – Meeting Minutes of March 18, 2019

A motion to approve the March 18, 2018 meeting minutes was made by John Katers and seconded by Doug Martin. Unanimously approved.

5) Announcements/Communications

Dean Haen announced that NEW Water has awarded the Brown County Solid Waste East Landfill the Platinum Industrial Achievement Award for meeting and exceeding the requirements for their pretreatment program as well as federal, state, and local wastewater discharge standards and requirements for five years in a row.

6) Refuse Transfer Station Scale RFB

Chad Doverspike described what work is planning to be done at the Waste Transfer Station. This includes modifying the existing scale house and installing a second scale. This work will require the moving of a sanitary holding tank, installing a new bypass lane for the returning empty semis and moving two groundwater monitoring wells and a gas probe.

Mr. Doverspike explained that two bids were received, one from Valley Scale and one from Badger Scale. Valley Scale was the only one present during the non-mandatory walkthrough and had the lowest bid of \$72,763.

A motion to approve the Refuse Transfer Station Scale RFB by Valley Scale for the amount of \$72,763 was made by John Katers and seconded by Doug Martin. Unanimously approved.

7) Refuse Transfer Station Scale House Remodel RFB

Mr. Doverspike explained that four bids were received, but two were thrown out due to one company not including their bidding certificate and another not including the bid bond. The two approved bids were from Badgerland Buldings and Mission Support Services.

A motion to approve the Refuse Transfer Station Scale House RFB by Mission Support Services for the amount of \$44,315 was made by John Katers and seconded by Mike VanLanen. Unanimously approved.

8) Fire Extinguisher Disposal

Mr. Haen and Mark Walter discussed uses for the material extracted from used extinguishers including fertilizers, acid neutralizers and used in animal food products (with more processing).

9) Director's Report

Mr. Haen announced that Van's Waste was recently bought out by ADS. As of April 15th, Waste Management has purchased ADS. Current agreements and/or contracts may need to be modified in light of these changes.

10) Such other Matters as Authorized by Law

No other matters.

11) Adjourn

A motion to adjourn was made by Norb Dantine and seconded by John Katers. Unanimously approved. Meeting adjourned at 3:05 pm.

John Katers, Chairman
Solid Waste Board

Dean R. Haen, Director
Port & Resource Recovery Department

**Brown County
Airport
Budget Status Report
April-19**

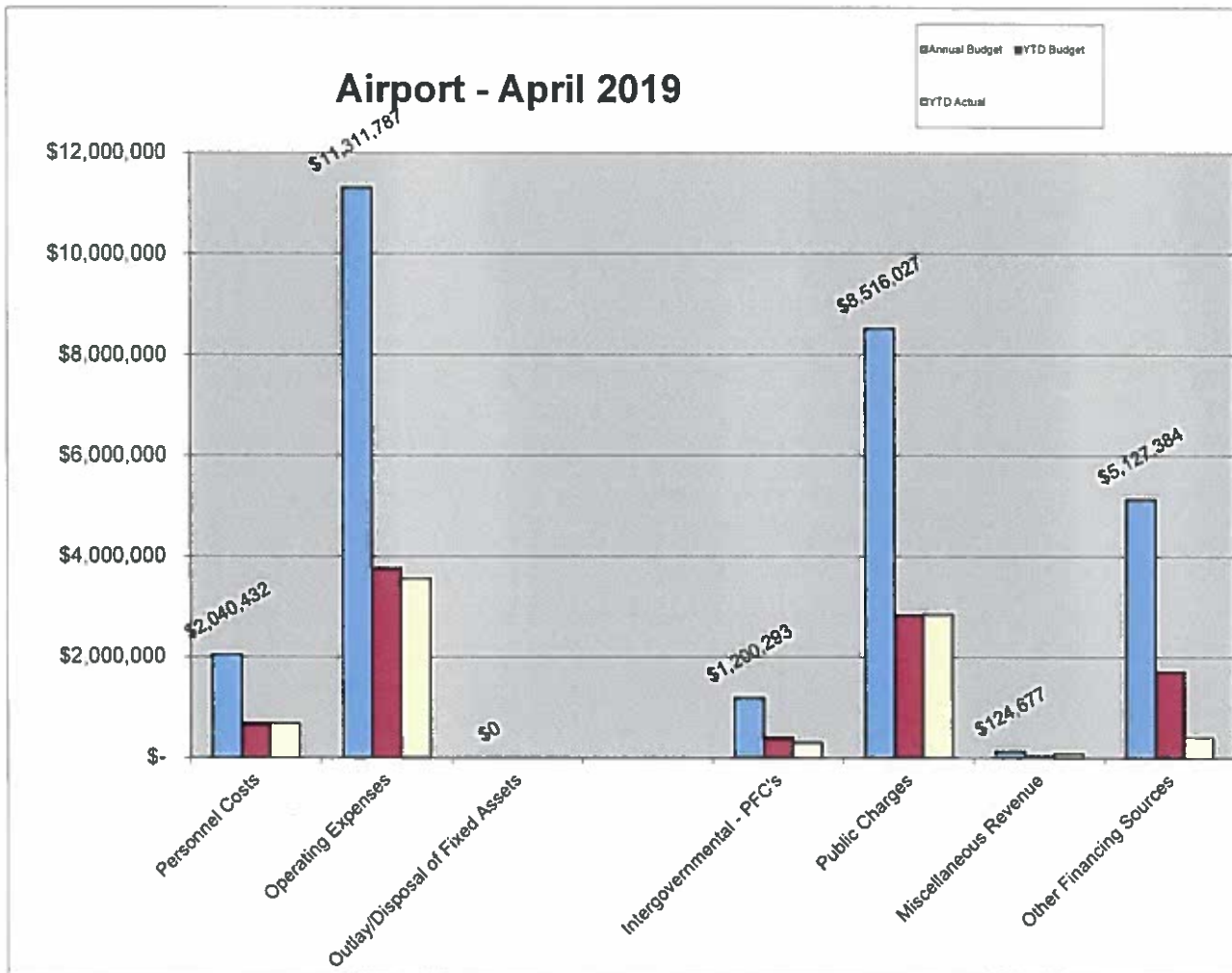
	Annual Budget	YTD Budget	YTD Actual
Personnel Costs	\$2,040,432	\$680,144	\$679,523
Operating Expenses	\$11,311,787	\$3,770,596	\$3,557,793
Outlay/Disposal of Fixed Assets	\$0	\$0	\$0
Intergovernmental - PFC's	\$1,200,293	\$400,098	\$303,216
Public Charges	\$8,516,027	\$2,838,676	\$2,845,584
Miscellaneous Revenue	\$124,677	\$41,559	\$79,190
Other Financing Sources	\$5,127,384	\$1,709,128	\$404,530

HIGHLIGHTS

Operating Expenses are tracking below budget.

Miscellaneous Revenue nearly double projected.

Passenger Traffic for CY2019 is up nearly 2% over CY2018

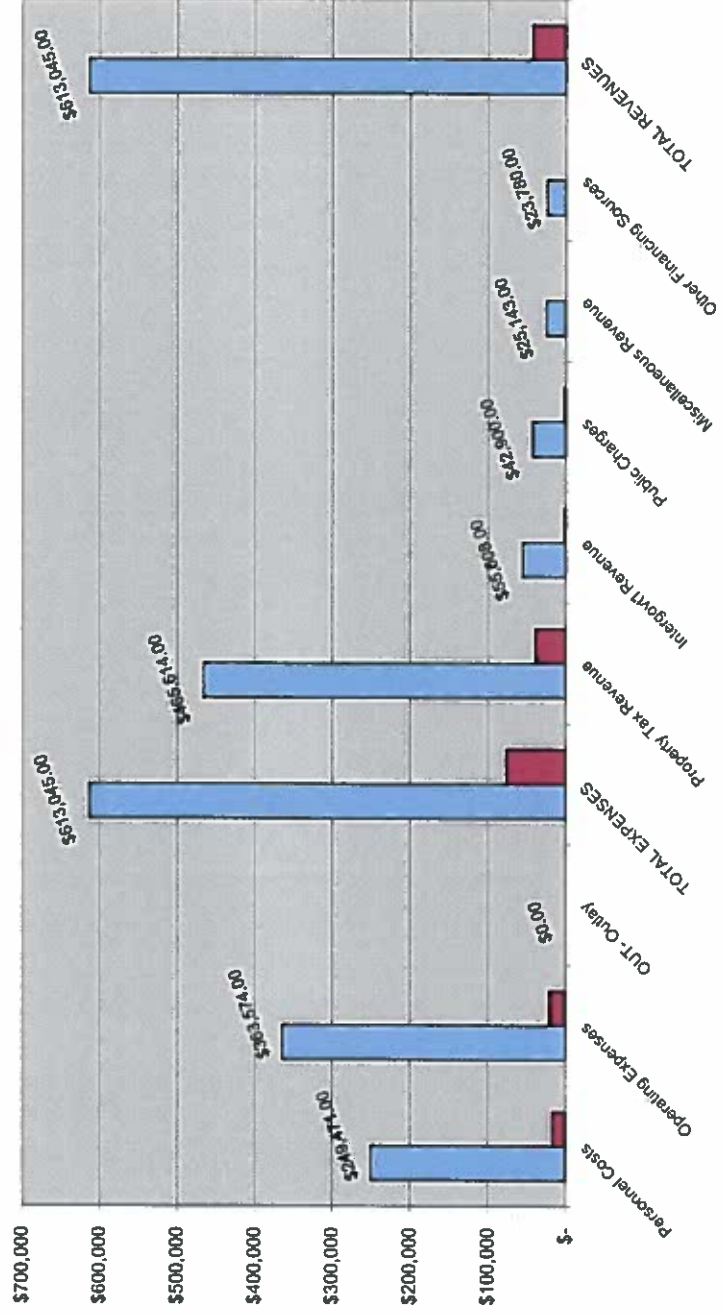


Brown County UW-Extension
Unaudited
January 31, 2019

	<u>2019 Amended</u>	<u>2019 YTD</u>	<u>2018 Amended</u>	<u>2017 YTD</u>
	<u>Budget</u>	<u>Transactions</u>	<u>Budget</u>	<u>Transactions</u>
Personnel Costs	\$249,471.00	\$16,372.64	Personnel Costs	\$246,287.00
Operating Expenses	\$363,574.00	\$20,325.38	Operating Expenses	\$378,315.00
OUT- Outlay	\$0.00	\$0.00	OUT- Outlay	\$0.00
TOTAL EXPENSES	\$613,045.00	\$75,926.55	TOTAL EXPENSES	\$624,602.00
Property Tax Revenue	\$465,614.00	\$38,801.17	Property Tax Revenue	\$473,697.00
Intergov't Revenue	\$55,608.00	\$1,928.00	Intergov't Revenue	\$43,111.00
Public Charges	\$42,900.00	\$2,193.61	Public Charges	\$47,890.00
Miscellaneous Revenue	\$25,143.00	\$0.00	Miscellaneous Revenue	\$35,365.00
Other Financing Sources	\$23,780.00	\$0.00	Other Financing Sources	\$24,539.00
TOTAL REVENUES	\$613,045.00	\$42,922.78	TOTAL REVENUES	\$624,602.00

January 31, 2019

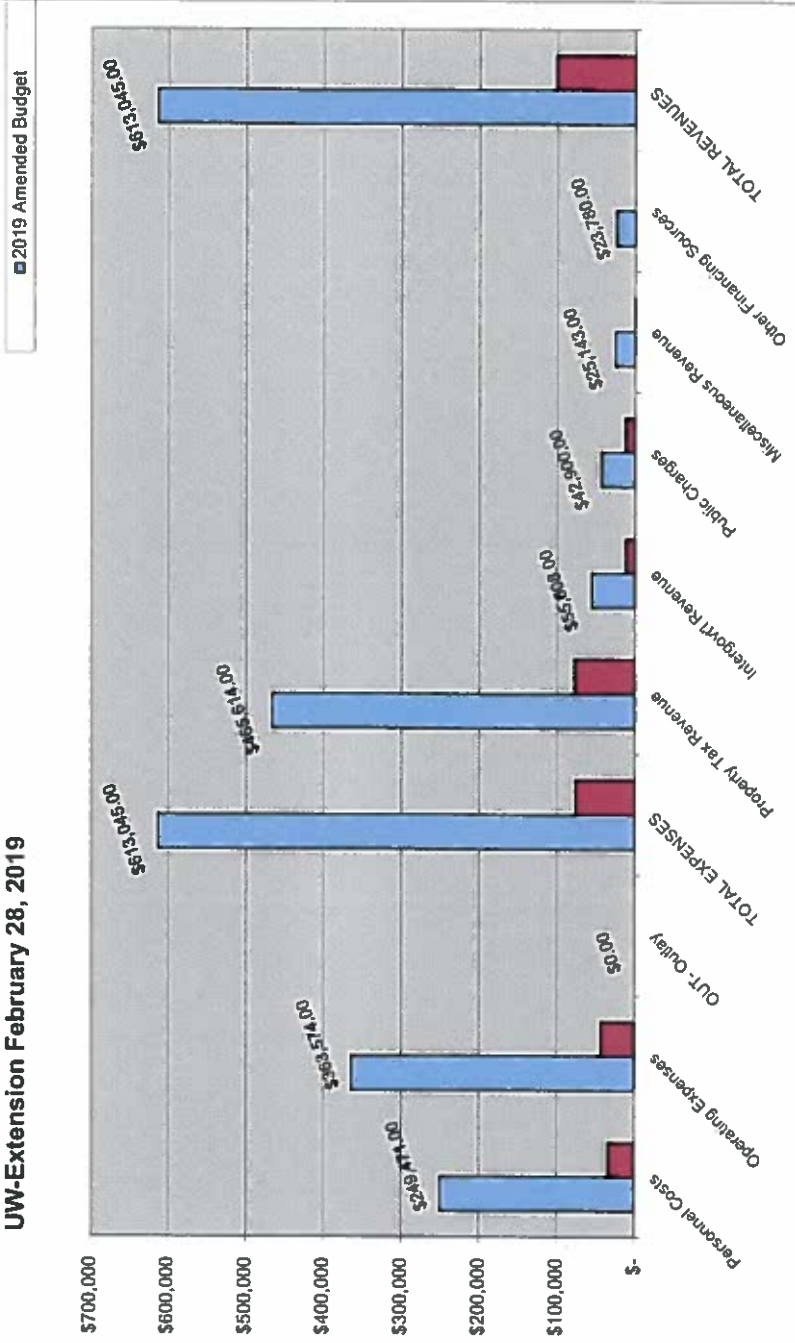
■ 2019 Amended Budget



Brown County UW-Extension
Unaudited
February 28, 2019

	<u>2019 Amended</u>	<u>2019 YTD</u>	<u>2018 Amended</u>	<u>2017 YTD</u>
	<u>Budget</u>	<u>Transactions</u>	<u>Budget</u>	<u>Transactions</u>
Personnel Costs	\$249,471.00	\$33,048.96	\$246,287.00	\$197,698.51
Operating Expenses	\$363,574.00	\$42,877.59	\$378,315.00	\$364,834.80
OUT- Outlay	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL EXPENSES	\$613,045.00	\$75,926.55	\$624,602.00	\$562,533.31
Property Tax Revenue	\$465,614.00	\$77,602.34	\$473,697.00	\$473,697.00
Intergov't Revenue	\$55,608.00	\$11,928.00	\$43,111.00	\$49,106.20
Public Charges	\$42,900.00	\$12,014.63	\$47,890.00	\$49,097.59
Miscellaneous Revenue	\$25,143.00	\$343.60	\$35,365.00	\$14,732.89
Other Financing Sources	\$23,780.00	\$0.00	\$24,539.00	\$25,075.40
TOTAL REVENUES	\$613,045.00	\$101,888.57	\$624,602.00	\$611,709.08

UW-Extension February 28, 2019

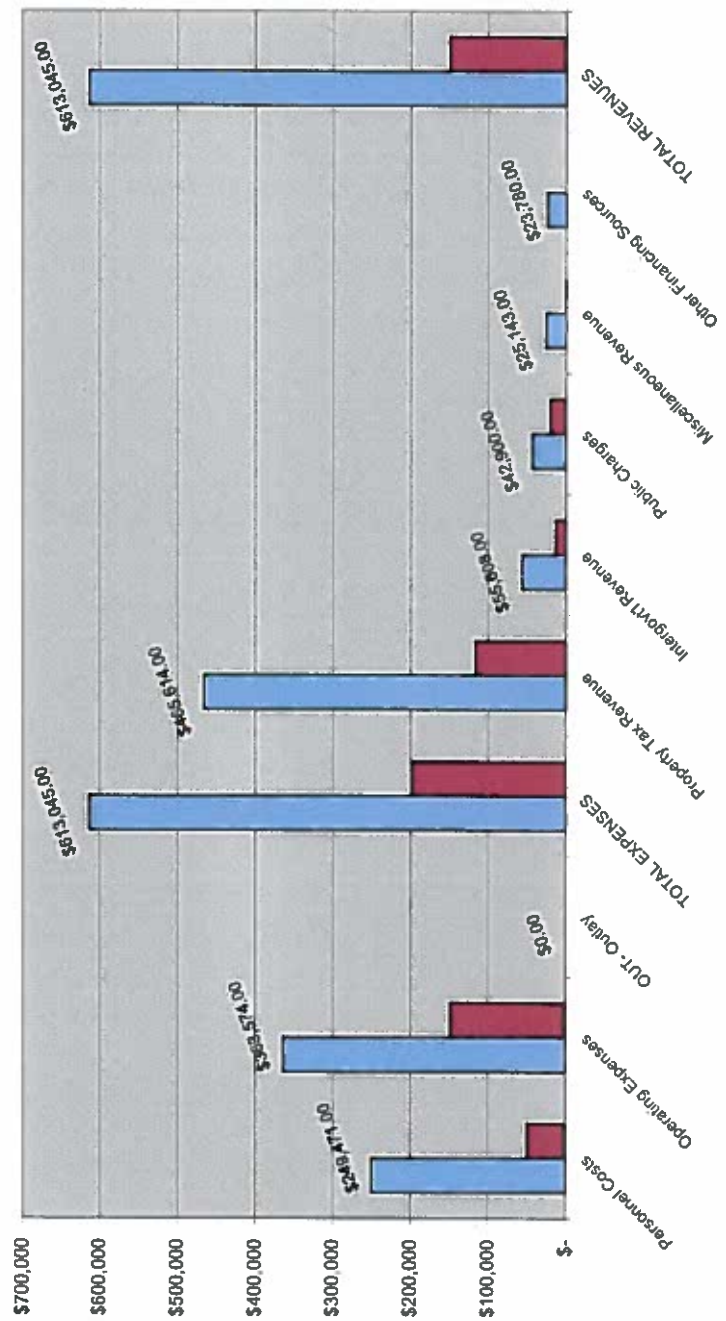


Brown County UW-Extension
Unaudited
March 31, 2019

	<u>2019 Amended</u>	<u>2019 YTD</u>	<u>2018 Amended</u>	<u>2017 YTD</u>
	<u>Budget</u>	<u>Transactions</u>	<u>Budget</u>	<u>Transactions</u>
Personnel Costs	\$249,471.00	\$48,907.60	Personnel Costs	\$197,698.51
Operating Expenses	\$363,574.00	\$148,839.67	Operating Expenses	\$364,834.80
OUT- Outlay	\$0.00	\$0.00	OUT- Outlay	\$0.00
TOTAL EXPENSES	\$613,045.00	\$197,747.27	\$624,602.00	\$562,533.31
Property Tax Revenue	\$465,614.00	\$116,403.51	Property Tax Revenue	\$473,697.00
Intergov't Revenue	\$55,608.00	\$12,928.00	Intergov't Revenue	\$49,106.20
Public Charges	\$42,900.00	\$20,289.63	Public Charges	\$49,097.59
Miscellaneous Revenue	\$25,143.00	\$367.60	Miscellaneous Revenue	\$14,732.89
Other Financing Sources	\$23,780.00	\$0.00	Other Financing Sources	\$25,075.40
TOTAL REVENUES	\$613,045.00	\$149,988.74	\$624,602.00	\$611,709.08

UW-Extension March 31, 2019

2019 Amended Budget

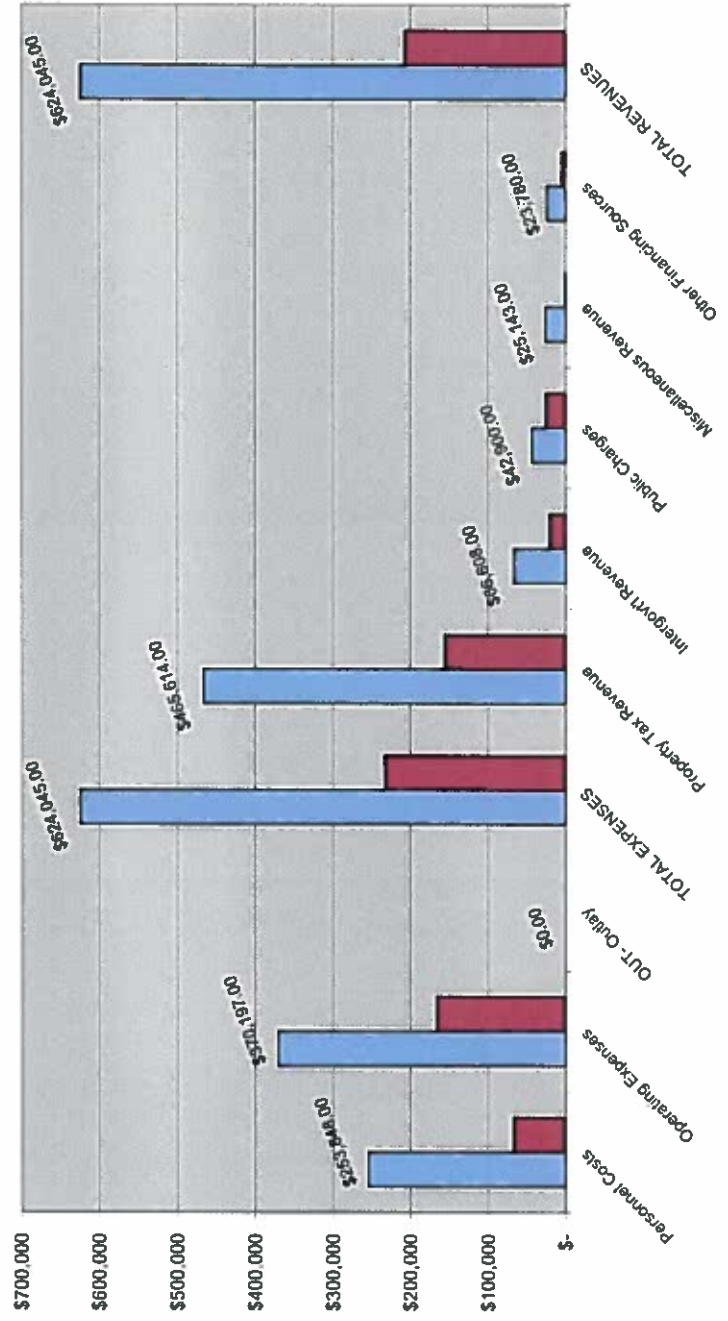


Brown County UW-Extension
Unaudited
April 30, 2019

	2019 Amended Budget	2019 YTD Transactions	2018 Amended Budget	2017 YTD Transactions
Personnel Costs	\$253,848.00	\$67,036.15	\$246,287.00	\$197,698.51
Operating Expenses	\$370,197.00	\$165,907.86	\$378,315.00	\$364,834.80
OUT - Outlay	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL EXPENSES	\$624,045.00	\$232,944.01	\$624,602.00	\$562,533.31
Property Tax Revenue	\$465,614.00	\$155,204.68	\$473,697.00	\$473,697.00
Intergov't Revenue	\$66,608.00	\$20,480.94	\$43,111.00	\$49,106.20
Public Charges	\$42,900.00	\$25,639.18	\$47,890.00	\$49,097.59
Miscellaneous Revenue	\$25,143.00	\$650.03	\$35,365.00	\$14,732.89
Other Financing Sources	\$23,780.00	\$5,067.58	\$24,539.00	\$25,075.40
TOTAL REVENUES	\$624,045.00	\$207,042.41	\$624,602.00	\$611,709.08

UW-Extension April 30, 2019

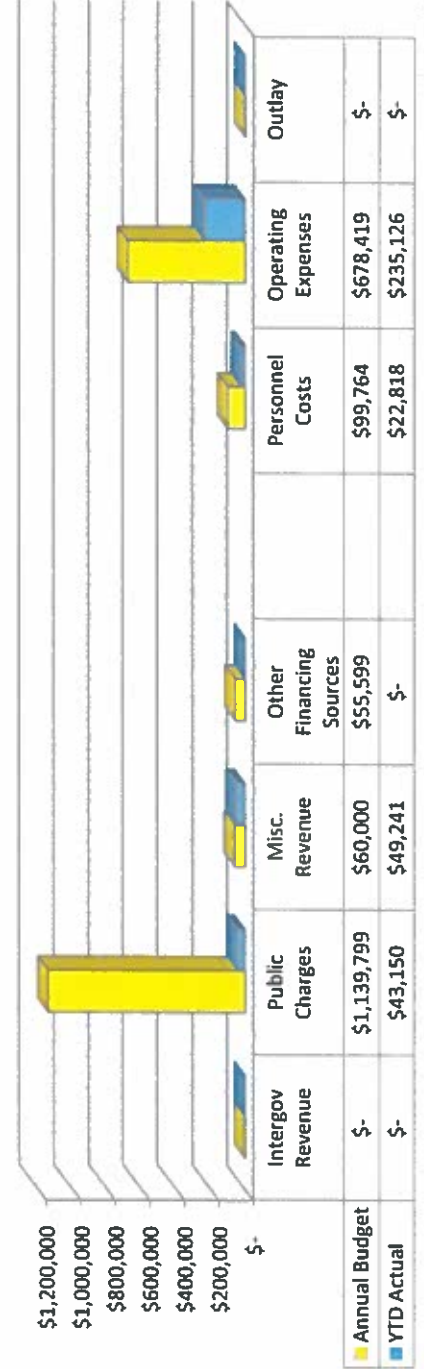
■ 2019 Amended Budget



Brown County Port & Resource Recovery Department
Port Area Budget Status Report
March 31, 2019

Annual Budget		YTD Actual	YTD %	YTD Total	Comments
Revenue	Intergov Revenue	\$ -	-		Public Charges is expected revenue generated by dredge material placed at Bay Port through the year. Variation due to an unbudgeted private dredging project that happened and the placement of dredged material from the federal dredging project at Cat Island instead of Bay Port. Misc. Revenue is interest earned and includes the market valuation on a specific day. Variation is the change in market value not actual cash value. Other Financing Sources is the transfer in from Harbor 217 (Corps Public Charges) to Port General that will occur as an actual amount upon closure of the fiscal year by Finance. Personnel costs were on target. Operating Expenses will be under budget for the year, but Bay Port excavating and hauling work occurred in the first quarter show exceeding 25% year to date.
	Public Charges	\$ 1,139,799	4%		
	Misc. Revenue	\$ 60,000	82%		
	Other Financing Sources	\$ 55,599	0%		
		Total		\$ 92,390.92	
Expenses	Personnel Costs	\$ 99,764	23%		
	Operating Expenses	\$ 678,419	35%		
	Outlay	\$ -	-		
	Total			\$ 257,944.09	

Port - March 31, 2019



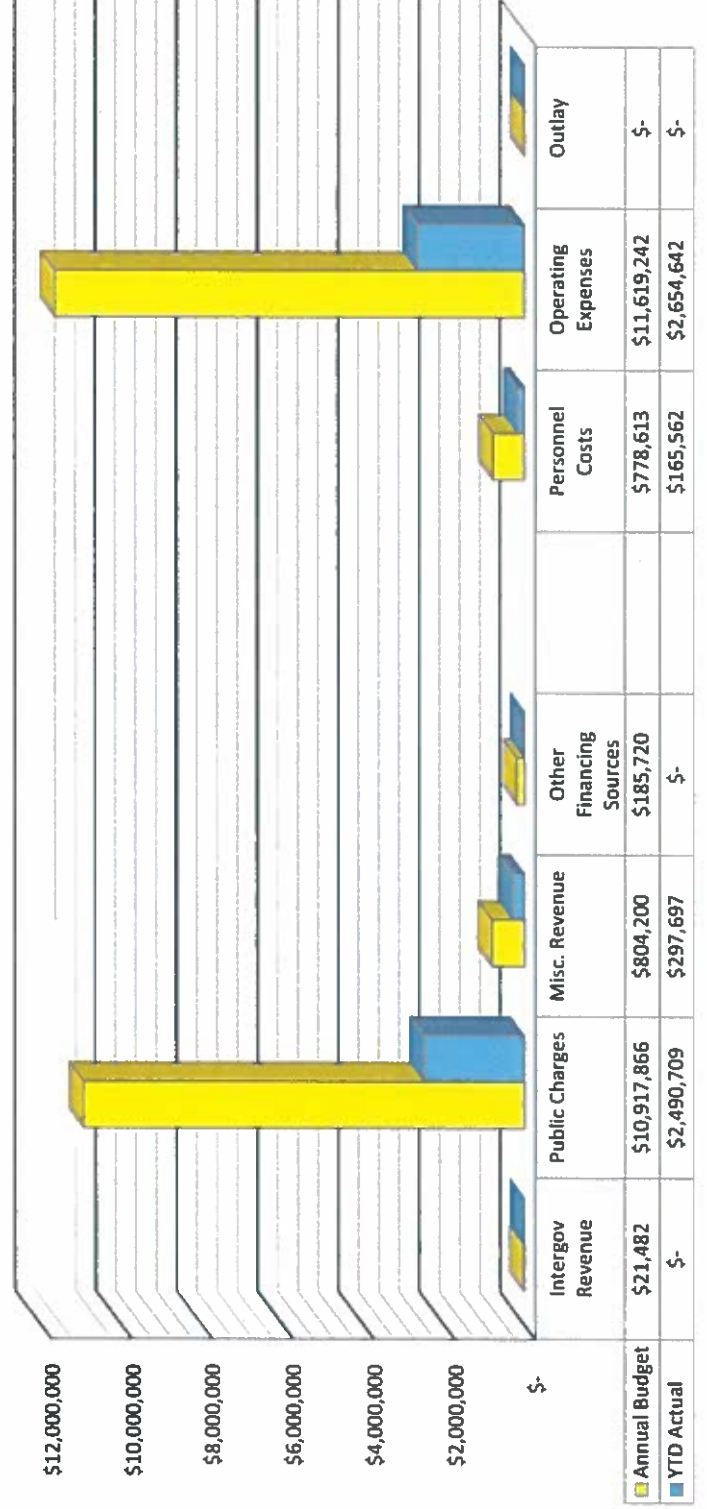
Brown County Port & Resource Recovery Department

Resource Recovery Area Budget Status Report

March 31, 2019

Annual				YTD	YTD	Comments
Budget				Actual	%	
R	Intergov Revenue	\$	21,482	\$	-	Intergovernmental Revenue difference reflects a HMR grant of \$21,482 not yet recognized. Public Charges will trend higher than budgeted due to increase solid waste tonnage. Misc. Revenue is expected BOW proceeds (\$500,000) and interest earned and includes the market value on a specific day. Other Financing Sources is the intrafund transfer out from General to HMR that will occur at the end of the year. Variations is the change in market value not actual cash value. Personnel costs and Operating Expenses were slightly lower than budgeted.
e	Public Charges	\$	10,917,866	\$	2,490,709	
v	Misc. Revenue	\$	804,200	\$	297,697	
e	Other Financing Sources	\$	185,720	\$	-	
				\$	2,788,407	
E	Personnel Costs	\$	778,613	\$	165,562	
x	Operating Expenses	\$	11,619,242	\$	2,654,642	
p	Outlay	\$	-	\$	-	
e				\$	2,820,204	

Resource Recovery - March 31, 2019



Brown County - Planning
Budget Status Report
March 31, 2019

	2019 Amended Budget	2019 YTD Transactions	2018 Amended Budget	2018 YTD Transactions
Personnel costs	\$ 1,025,260	\$ 216,971	\$ 952,817	\$ 182,753
Operating expenses	\$ 919,931	\$ 113,404	\$ 839,717	\$ 123,874
Outlay	\$ 21,776	\$ -	\$ 21,887	\$ -
TOTAL EXPENSES	\$ 1,966,967	\$ 330,375	\$ 1,813,421	\$ 306,627
Property taxes	\$ 360,018	\$ 90,005	\$ 363,314	\$ 90,829
Intergovernmental revenue	\$ 1,052,598	\$ 138,285	\$ 963,731	\$ 141,189
Public charges	\$ 61,066	\$ 12,039	\$ 54,500	\$ 16,063
Miscellaneous revenue	\$ 138,667	\$ 26,667	\$ 56,667	\$ 26,767
Other financing sources	\$ 365,641	\$ 69,901	\$ 384,152	\$ 51,590
TOTAL REVENUES	\$ 1,975,990	\$ 336,698	\$ 1,802,364	\$ 326,438

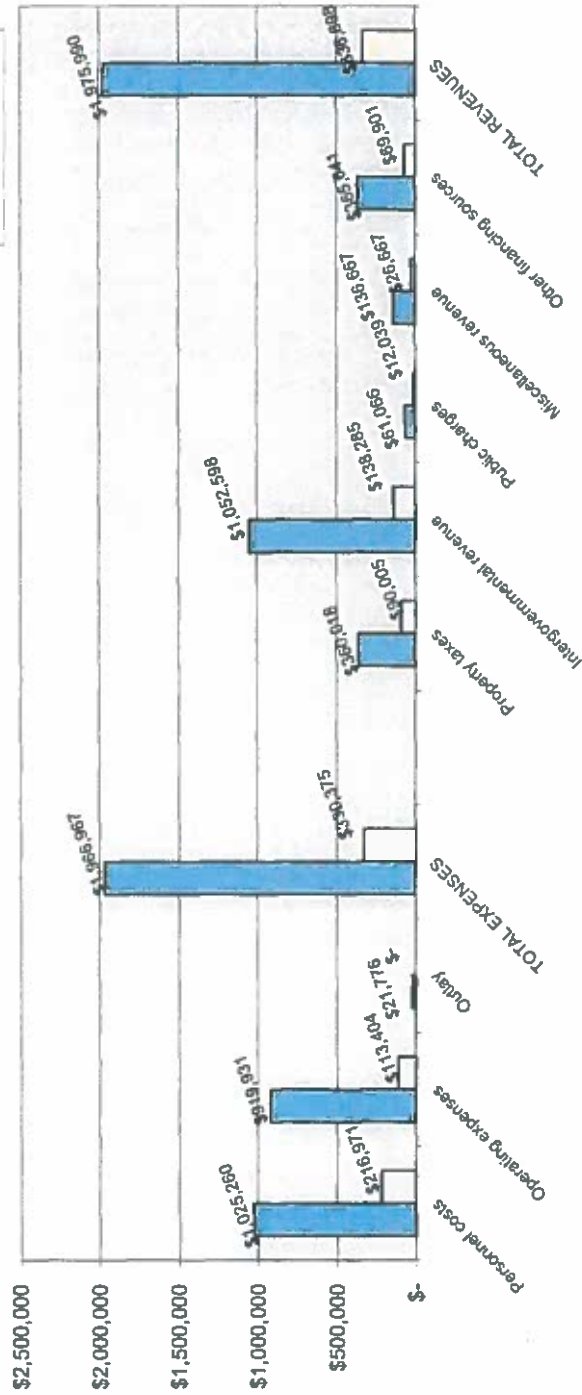
HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

Revenues: All categories are at or near expectations.

Planning - March 31, 2019 - Unaudited

■ 2019 Amended Budget
□ 2019 YTD Transactions



Brown County - Property Listing
Budget Status Report
March 31, 2019

	2019 Amended Budget	2018 YTD Transactions	2018 Amended Budget	2018 YTD Transactions
Personnel costs	\$ 420,240	\$ 91,542	\$ 424,460	\$ 98,805
Operating expenses	\$ 102,754	\$ 36,848	\$ 107,376	\$ 41,383
Outlay	\$ -	\$ -	\$ -	\$ -
TOTAL EXPENSES	\$ 522,994	\$ 128,390	\$ 531,836	\$ 140,188
Property taxes	\$ 416,842	\$ 104,181	\$ 417,116	\$ 104,279
Intergovernmental revenue	\$ -	\$ -	\$ 3,000	\$ -
Public charges	\$ 54,200	\$ 18,998	\$ 52,750	\$ 14,693
Miscellaneous revenue	\$ -	\$ -	\$ -	\$ 300
Other financing sources	\$ 52,152	\$ 2,301	\$ 52,182	\$ 20,262
TOTAL REVENUES	\$ 522,994	\$ 125,480	\$ 525,048	\$ 139,535

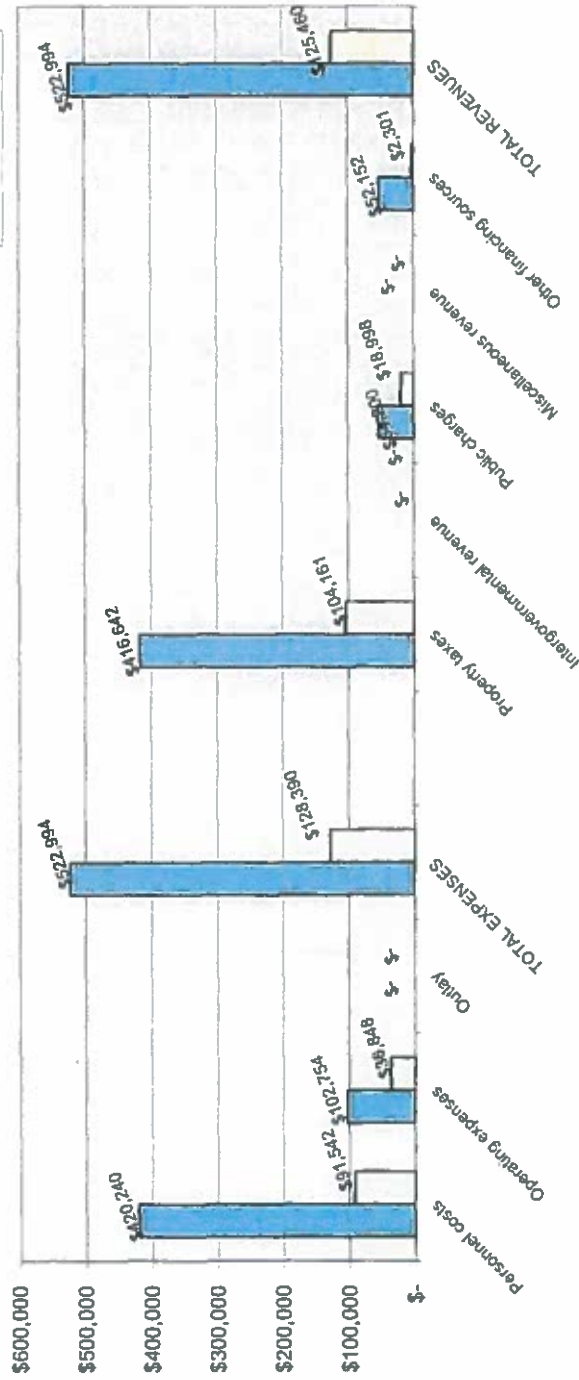
HIGHLIGHTS:

Expenditures: All expenditures are within anticipated levels.

Revenues: All revenues are progressing as anticipated.

Property Listing - March 31, 2019 - Unaudited

2019 Amended Budget
2019 YTD Transactions



Brown County - Zoning
Budget Status Report
March 31, 2019

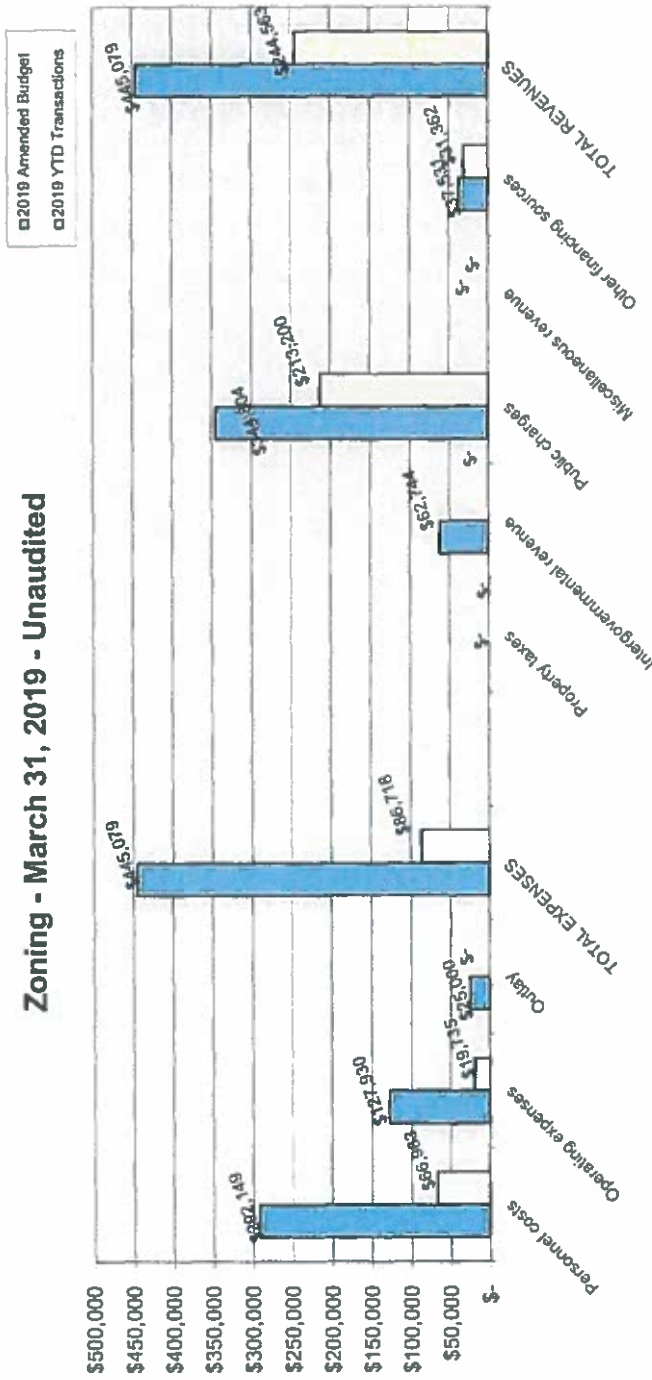
	2019 Amended Budget	2019 YTD Transactions	2018 Amended Budget	2018 YTD Transactions
Personnel costs	\$ 292,149	\$ 66,883	\$ 299,699	\$ 60,231
Operating expenses	\$ 127,930	\$ 19,735	\$ 124,561	\$ 24,453
Outlay	\$ 25,000	\$ -	\$ 25,000	\$ -
TOTAL EXPENSES	\$ 445,079	\$ 86,618	\$ 449,260	\$ 84,684
Property taxes	\$ -	\$ -	\$ -	\$ -
Intergovernmental revenue	\$ 62,744	\$ -	\$ 62,502	\$ -
Public charges	\$ 344,804	\$ 213,200	\$ 368,282	\$ 219,063
Miscellaneous revenue	\$ -	\$ -	\$ -	\$ 550
Other financing sources	\$ 37,531	\$ 31,362	\$ 13,308	\$ 411
TOTAL REVENUES	\$ 445,079	\$ 244,563	\$ 444,092	\$ 220,023

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

Revenues: Public charges for P.O.W.T.S. program are progressing as planned.

Zoning - March 31, 2019 - Unaudited



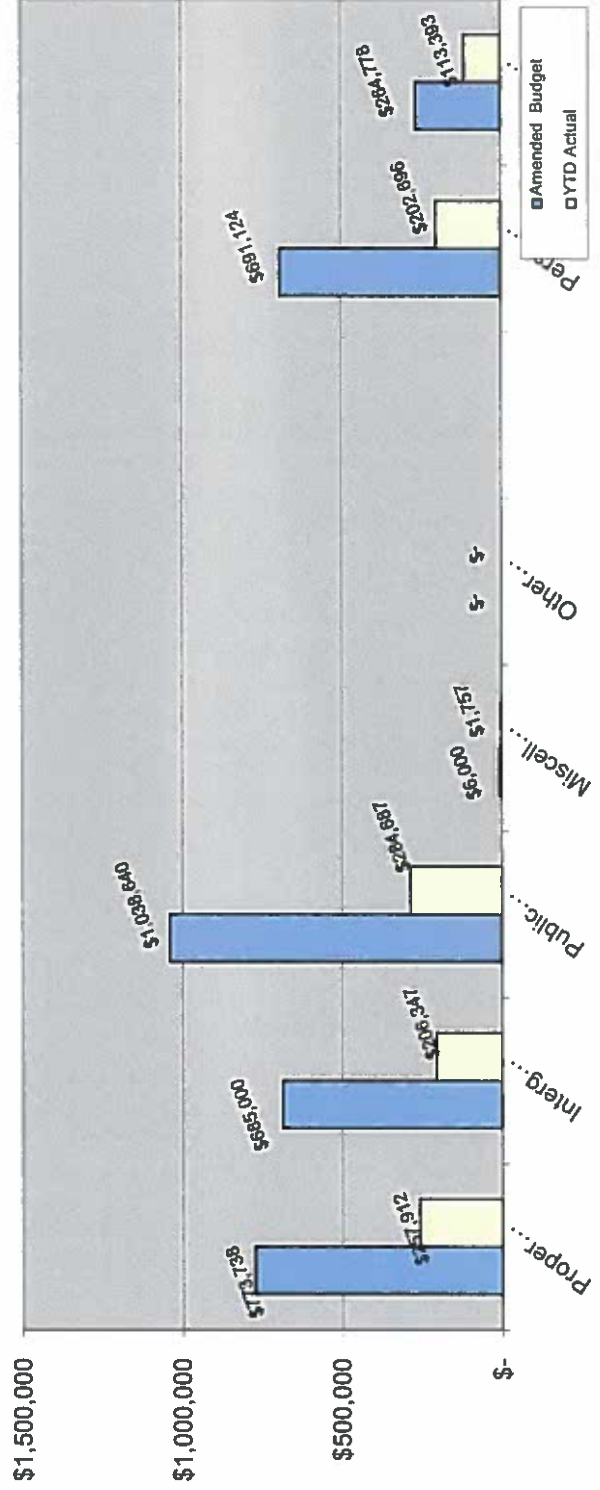
Brown County
Register of Deeds
Budget Status Report (Unaudited)
Fiscal year through 04/30/2019

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated
Revenues: All categories are progressing as anticipated

	Amended Budget	YTD Actual	Percent of Budget
Property Taxes	\$ 773,738	\$ 257,912	33.3%
Intergovernmental Rev	\$ 685,000	\$ 206,347	30.1%
Public Charges	\$ 1,038,640	\$ 284,687	27.4%
Miscellaneous Rev	\$ 6,000	\$ 1,757	29.3%
Other Financing Sources	\$ -	\$ -	0.0%
Personnel Costs	\$ 691,124	\$ 202,696	29.3%
Operating Exp	\$ 264,778	\$ 113,393	42.8%

Register of Deeds - Through 04/30/2019 Unaudited





**BROWN COUNTY
BOARD OF SUPERVISORS
COURT HOUSE
GREEN BAY, WISCONSIN**

BROWN COUNTY BOARD OF SUPERVISORS

Meeting Date: Wed., May 15th, 2019
Agenda No. : PDT

Motion from the Floor

I make the following motion: that the County Board
Pass a resolution in support of H.R. 763 -
the Energy Innovation and Carbon Dividend
Act. The following County Boards & City Councils
passed a resolution - Dane County, Eau Claire County,
LaCrosse County, Eau Claire City, LaCrosse City,
Rice Lake City, Stevens Point City & Waupaca
City. In Reference to handout at the May 15th Board
County mts.

Signed: Kathy Lefebvre
District No.: 6

(Please deliver to the County Clerk after the motion is made for recording into the minutes.)

To the Honorable Chairman and Members of the Brown County Board of Supervisors:

We, the members of the Green Bay chapter of Citizens' Climate Lobby, respectfully ask you to pass a resolution in support of the Energy Innovation and Carbon Dividend Act (H.R. 763) and publicly endorse the bill. This bipartisan federal legislation would reduce America's carbon emissions by at least 40% in the first 12 years, and by 90% by 2050. It would improve health and save lives by reducing pollution that Americans breathe. It would put money in people's pockets every month to spend as they see fit, and it would create 2.1 million new jobs, due to economic growth in local communities across America. This policy is good for the environment, the economy, and the people of Brown County. You can learn more about the Energy Innovation Act in the enclosed fact sheet and online at <https://energyinnovationact.org/>.

The Energy Innovation Act is supported by environmentalists, scientists, and economists as a fair and effective solution to climate change. It appeals to both Republicans and Democrats, conservatives and progressives, and everyone in the middle. Solving climate change is too urgent to get caught up in partisan politics. Supportive statements by various organizations are also enclosed for your reference.

Eight Wisconsin counties and municipalities have passed resolutions in support of Carbon Fee and Dividend, the policy upon which this bill is based. These include the following:

- Dane County Board of Supervisors
- Eau Claire City Council
- Eau Claire County Board of Supervisors
- La Crosse Common Council
- La Crosse County Board of Supervisors
- Rice Lake Common Council
- Stevens Point Common Council
- Waupaca City Council

All of the resolutions are available online at <http://www.wiccloutreach.info/wi-resolutions.html>. The Eau Claire County resolution is enclosed for your reference.

Since the introduction of the Energy Innovation Act in Congress, counties and municipalities around the country have begun passing resolutions in favor of the bill itself. The Tompkins County, New York, resolution is enclosed for your reference. They have also been endorsing the bill online at <https://energyinnovationact.org/endorse/>. These resolutions and endorsements of the Energy Innovation Act influence our members of Congress, urging them to enact it into law. The bill currently has 37 cosponsors in the House of Representatives, but none of them represent Wisconsin. We would like to change that by showing our Congress members how much support there is for the Energy Innovation Act in our state and here in Brown County.

Respectfully submitted by the Green Bay chapter of Citizens' Climate Lobby

What Others are Saying About the Energy Innovation and Carbon Dividend Act (HR 763)

Alliance for Market Solutions: “A revenue-neutral carbon tax can spur economic growth and transform our energy economy, unlike other non-market-based proposals like the Green New Deal that rely on subsidies and regulations.”

Trout Unlimited: “We must reduce carbon emissions to slow climate change. For this reason, Trout Unlimited is supporting passage of common sense legislation such as the Energy Innovation and Carbon Dividend Act. The time for band-aids is past. Nothing less than the future of trout and salmon; the future of fishing—the future for our children is at stake.”

United States Conference of Catholic Bishops: “At a time when the dangerous effects of climate change are becoming increasingly apparent, the need for legislative solutions like this is more urgent than ever.”

Presbyterian Church (U.S.A.): “The Presbyterian Church (U.S.A.) applauds this bipartisan effort and its cosponsors.”

Protect our Winters: “Protect Our Winters is pleased to see Republicans and Democrats come together to sponsor this bill, and strongly supports the Energy Innovation and Carbon Dividend Act.”

Conservation Hawks: “Conservation Hawks recognizes the serious and potentially catastrophic threat we face from human-caused climate change. Conservation Hawks supports every reasonable effort, including carbon fee & dividend legislation, to limit greenhouse gas emissions and protect our American way of life.”

Conservatives for Responsible Stewardship (CRS): “Conservatives for Responsible Stewardship (CRS) applauds the Energy Innovation and Carbon Dividend Act of 2018. This commonsense legislation will address climate change and promote economic growth at the same time.”

Evangelical Environmental Network: “It’s time for bipartisan action to reduce carbon pollution. It’s time for America to assume once again its leadership in defending our children.”

National Wildlife Federation: “The signs are overwhelming that Congress needs to embrace bold and bipartisan solutions. A carbon fee is an economically-sound, market-based idea worthy of Congress’s bipartisan action.”

Nature Conservancy: “A bill like this, which makes a firm commitment to placing a price on pollution and reducing the emissions that threaten our communities, our health and our planet, is a necessary component of any effective plan to address climate change.”

RepublicEN: “We need members of Congress, especially Republicans, to tear up the old talking points. We’re all experiencing climate change. And there’s a new EcoRight ready to support free enterprise solutions.”

Energy Innovation AND Carbon Dividend Act

THE BIPARTISAN CLIMATE SOLUTION

H.R. 763

The Energy Innovation and Carbon Dividend Act will drive down America's carbon pollution and bring climate change under control, while unleashing American technology innovation and ingenuity. It's:



Effective

This policy will reduce America's emissions by at least 40% in the first 12 years. It's supported by economists and scientists as simple, comprehensive, and effective.



Good for people

This policy will improve health and save lives by reducing pollution that Americans breathe. Additionally, the carbon dividend puts money directly into people's pockets every month to spend as they see fit, helping low and middle income Americans.



Good for the economy

Will create 2.1 million new jobs, thanks to economic growth in local communities across America.



Bipartisan

Republicans and Democrats are both on board, cosponsoring this bill together. The majority of Americans support Congress taking action on climate change, including more than half of Republicans. Solving climate change is too urgent to get caught up in partisan politics.



Revenue Neutral

The fees collected on carbon emissions will be allocated to all Americans to spend any way they choose. The government will not keep any of the fees collected, so the size of the government will not grow.

Sources for statistics available at: energyinnovationact.org/data-sources

How it Works

1

Carbon Fee

This policy puts a fee on fossil fuels like coal, oil, and gas. It starts low, and grows over time.

2

Carbon Dividend

The money collected from the carbon fee is allocated in equal shares every month to the American people to spend as they see fit.

3

Border Carbon Adjustment

To protect U.S. manufacturers and jobs, imported goods will pay a border carbon adjustment, and goods exported from the United States will receive a refund under this policy.

4

Regulatory Adjustment

Currently, the U.S. does not regulate CO2 emissions for their impacts on the climate. This bill prevents the EPA from regulating CO2 and equivalent emissions, which are covered by the bill, for 10 years. If emission targets are not being met after 10 years, Congress directs the EPA to regulate those emissions. The bill does not impact regulations on any other pollutants, including auto mileage standards, water quality and more.

See Sponsors List & Learn More

Go to energyinnovationact.org to learn more about the Energy Innovation & Carbon Dividend Act.

Support the Bill

Go to cclusa.org/energy-innovation-act to contact your Congressional Representative

**- RECOGNIZING CLIMATE CHANGE AND URGING CONGRESS TO LEVY A
REVENUE- NEUTRAL FEE ON CARBON IN FOSSIL FUELS -**

WHEREAS, climate scientists worldwide are in near-unanimous agreement that the Earth is warming rapidly which is causing changes in climate that are perilous to the Earth's natural systems and to human civilization; and

WHEREAS, the primary cause of that warming is human activity, especially through the combustion of fossil fuels which emit greenhouse gases such as carbon dioxide (CO₂); and

WHEREAS, the continued use of fossil fuels is being supported by a market failure whereby the costs of carbon emissions are not included in the price of fossil fuels; and

WHEREAS, the urgent need to transition away from fossil fuels can best be accomplished with a market-based program, namely a revenue-neutral carbon fee on fossil fuel producers with a corresponding rebate or dividend to consumers; and

WHEREAS, using a revenue-neutral carbon fee and dividend to reduce carbon emissions would have the following benefits:

- The carbon fee would incentivize the development and use of energy efficiency and low carbon energy sources and minimize the need for onerous governmental energy regulations and subsidies that attempt to forecast winners and losers.
- The transition to low-carbon energy sources will provide a range of additional benefits including enhanced public health, job creation and strengthening of the U.S. economy, increased energy security, and increased local energy development in rural areas.
- Even though the carbon fee would temporarily increase energy costs including electric rates, and the cost of living, those costs would be offset by the revenue returned to households on an equal basis as a dividend such that the bottom 55-60% of households by income would break even or receive more in dividends than they would pay in higher living expenses.

NOW THEREFORE BE IT RESOLVED, by the Eau Claire County Board of Supervisors that the county board strongly urges the United States Congress to pass legislation that levies an annually increasing revenue-neutral fee on the carbon in fossil fuels at the point of production or importation, that would be sufficient to:

- Encourage individuals and businesses to produce and use less fossil fuels;
- Make the transition from fossil fuels less onerous to consumers and to the economy by returning to Americans on an equal basis all of the revenues gained from the fee;
- Reduce U.S. CO₂ emissions to 10% of 1990 levels by 2050;
- Encourage similar actions by other nations trading with the United States, by suitable carbon-content-based fees for imports, and rebates for exports, to nations that have not taken such actions.

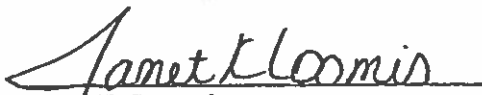
BE IT FURTHER RESOLVED that the County Clerk is directed to send a copy of this resolution to the Governor of the State of Wisconsin, assembly members and senators representing Eau Claire County, Senator Ron Johnson, Senator Tammy Baldwin, Representative Ron Kind and the Wisconsin Counties Association.

STATE OF WISCONSIN

ss

COUNTY OF EAU CLAIRE

I, Janet K. Loomis, County Clerk in and for said county, do HEREBY CERTIFY that the foregoing is a true and correct copy of a resolution adopted by the Eau Claire County Board of Supervisors at the meeting held on June 19, 2018.

A handwritten signature in cursive script that reads "Janet K. Loomis". The signature is written in dark ink and is positioned above the printed name and title.

Janet K. Loomis
County Clerk

ADOPTED
RESOLUTION NO. 2019-24

Urging United States Congress to Pass the Energy Innovation and Carbon Dividend Act (H.R. 763)

WHEREAS, climate scientists worldwide are in near-unanimous agreement that the planet Earth is warming rapidly and to a degree that is perilous to human civilization, to numerous species, and to the global ecosystem, and

WHEREAS, human activity is a significant contributor to global warming, especially through the accelerating combustion of fossil fuels that create carbon dioxide and other greenhouse gases as a byproduct, and

WHEREAS, the Tompkins County Legislature has a record of acknowledging the reality of climate change as well as the County's responsibility to reduce its contribution to the causes of global warming, as evidenced by the Tompkins County Comprehensive Plan, Tompkins County Energy Roadmap, Tompkins County Energy Strategy, and numerous greenhouse gas emissions inventories and climate action plans, and

WHEREAS, a prompt and major shift away from fossil fuels is a necessary cornerstone to any meaningful response to climate change, and

WHEREAS, the recently published Intergovernmental Panel on Climate Change SR1.5 Report (<https://www.ipcc.ch/sr15/>) states that, "Policies reflecting a high price on emissions are necessary" as a key component of any effort to limit global temperatures increases to 1.5 degree centigrade, and

WHEREAS this IPCC report also suggests that any carbon pricing policy should be designed to, "balance between incentivizing low-carbon behavior and mitigating the adverse distributional consequences of higher energy prices", and

WHEREAS, the Energy Innovation and Carbon Dividend Act (H.R. 763) has been introduced in Congress and would establish a steadily increasing fee on fossil fuels at the point of their entry into the economy; such a fee would be straightforward and make effective use of free-market mechanisms to promote the transition to greater energy conservation and renewable sources of energy, and

WHEREAS, the act would return all revenues (minus 3% for administration) to each American as a monthly dividend, to offset expected higher prices for goods and services, and

WHEREAS, this revenue-neutral carbon fee and dividend is an effective method to reduce carbon emissions for the following reasons:

1. The fee would motivate everyone to conserve and adopt renewable energy without the need for extensive governmental regulatory controls or infrastructure, encouraging consumers and the market to replace consumption of carbon-based energy with innovative, sustainable energy sources, whether by being more efficient or choosing other, less carbon intensive energy sources;
2. The fee would employ a market approach to encourage innovative processes, not only in energy production, but also in every field in which energy is consumed, e.g. electric cars, mass transportation, architectural planning and construction, water heating, lighting, and air conditioning in residential and commercial buildings;
3. Levying the fee at the point of production would be more efficient, less expensive and provide more accurate signals than would doing so at the point of consumption;
4. The fee would incentivize the development and use of alternative energies and attendant technologies, eliminating the need for government subsidies that attempt to forecast alternative energy winners and losers;

5. Because the fee is levied on the same basis on all businesses, it is fairer to every business and easier to administer than alternatives, such as a cap and trade system;
6. A border adjustment would assess a fee on goods traded with countries without a comparable carbon price, thereby maintaining the competitiveness of US businesses and discouraging relocation to such countries and also encouraging other countries to price carbon.

WHEREAS, such a policy would protect lower and middle-income households, as the dividend would allow more than 70% of American households to benefit financially, break even, or have only minimal increased costs (<0.2% income) from this policy; the policy would also create jobs, as the dividend puts money back into local economies, and

WHEREAS, further delay in responding to this crisis increases the risk of catastrophic climate change, imminently threatens low-lying coastal areas and land and sea species, threatens water supplies, increases the frequency of severe weather events, increases the cost of undertaking adequate responses, and increases risks to the global economy, now therefore be it

RESOLVED, on recommendation of the Planning, Development and Environmental Quality Committee, That the Tompkins County Legislature endorses a carbon fee and dividend and urges our representatives in the United States Congress to enact it into law,

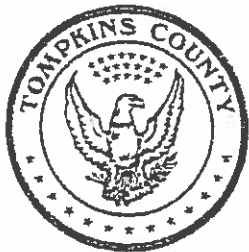
RESOLVED, further, That copies of the resolution be sent to President Donald Trump, Vice-President Michael Pence, Governor Andrew Cuomo, Representative Tom Reed, and Senators Kirsten Gillibrand and Charles Schumer, New York State Senators James Seward, Thomas O'Mara, and Pamela Helming, New York State Assemblywoman Barbara Lifton, and New York State Association of Counties.

SEQR ACTION: Not an action subject to SEQR

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Deborah Dawson, Member
SECONDER:	Anna Kelles, Member
AYES:	Black, Champion, Dawson, Granison, John, Kelles, Klein, Koreman, Lane, McBean-Clairborne, McKenna, Morey, Robertson, Sigler

STATE OF NEW YORK)
) ss:
COUNTY OF TOMPKINS)

I hereby certify that the foregoing is a true and correct transcript of a resolution adopted by the Tompkins County Legislature on February 5, 2019.



IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the said Legislature at Ithaca, New York, on February 6, 2019.

Catherine Covert, Clerk
Tompkins County Legislature

BOARD OF SUPERVISORS

Brown County



BROWN COUNTY
BOARD OF SUPERVISORS
GREEN BAY, WISCONSIN

Meeting Date:

May 15, 2019

Committee:

Public Safety, ~~Administration~~, P.D. & T

Motion from the Floor/Late Communication

I make the following motion/late communication:

To ensure that a smooth and detailed integration of improved security at the Brown County Courthouse can be made that is in compliance with Wisconsin Supreme Court Rule 68.06, that the Director of Public Works and Administration work with the Brown County Sheriff on the design, planning, financial resources and implementation of the needed improvements at the courthouse that preserve its character and aesthetics.

Signed:

Jean Brunke

District No.

14

(Please deliver to County Clerk after motion is made for recording into minutes.)



Turning
Brown

Green



Home > News & Publications > Wisconsin Lawyer > Article

WISCONSINLawyer

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APRIL VOLUME NUMBER
2019 92 4

AS I SEE IT

Improve Courthouse Security: Screen All Visitors

Installing security screening at all Wisconsin courthouse entrances is worth the tradeoffs in cost and convenience.

HON. THOMAS JOHN WALSH



In March 2017, a family court case in Marathon County erupted into a domestic violence incident that led to the death of five people.¹ Two bank tellers were killed, a lawyer who represented the wife was killed, a law enforcement officer lost his life responding to the incident, and the assailant, the husband, was shot in a standoff with police and eventually died. The circumstances of this case demonstrate the danger that can surround family court litigation and human conflict resolution in general.

More specifically, it demonstrates the danger to average members of the community from events that transpire in our state's courthouses. Many courthouse users are well aware of the dangers. In a survey of courthouse users conducted by the State Bar of Wisconsin in 2015, 50 percent of the respondents stated that courthouse security staffing is "less than adequate."² This article addresses the current state of courthouse security throughout Wisconsin with a particular focus on screening courthouse visitors at building entrances.

The Courthouse Security Problem

Courthouses are unique buildings insofar as they are the location into which society invites people who are in conflict with one another. There are, of course, other locations where societal conflict may occur. A person may lose his or her temper at the county treasurer's office when paying taxes that are deemed too high. A parent may become outraged at the child support office when making a monthly payment that is seen as unreasonable. Courthouses, however, are different.



Thomas J. Walsh,
Hamline 1992, is a
Brown County Circuit
Court judge.

When implementing screening at the entrance to his county's courthouse in 2017, the Winnebago County Sheriff expressly recognized that difference. His comments reflected that the courthouse can be the setting of the worst days of people's lives.³ "It's an emotionally charged environment; people's lives are being changed forever...."⁴ He went on to state that "[t]here's a lot of emotion, and that's really why the courthouse is different (from other public buildings.)"⁵ If you

have a dispute with your neighbor, your spouse, or a total stranger, society expects you to resolve it in the

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courthouse if you cannot resolve it among yourselves through peaceful discourse. No other public building serves that purpose.

Besides these disputants, other people come to the courthouse as a result of its peculiar status as a forum for conflict. Private citizens are ordered to come to the courthouse for jury duty and are not permitted to refuse even if they are concerned for their safety. Other individuals are subpoenaed to serve as witnesses in court cases and must appear or face sanctions for contempt of court. Perhaps they observed some event that is the subject of a dispute or perhaps they are experts who interacted with a party in some professional capacity. They are not permitted to avoid attendance at a court hearing if they believe their safety is at risk.

Some people, including school children, come to the courthouse simply to observe or learn about how our justice system works. Although these people have a choice whether to enter the courthouse, they do not invite violence upon themselves just by entering the building. Thus, the issue of courthouse security is not one that merely involves protecting judges and lawyers; it is an issue of public safety for the whole community.

Although conventional wisdom would suggest that smaller, more rural counties would not need to be as concerned about these problems given their "small-town" atmosphere where nearly every person knows everyone else, these issues need to be addressed no matter the size or composition of the community.

The Cook County, Minn., courthouse is located in Grand Marais, population 1,359. In 2011, criminal defendant Daniel Schlien was convicted of third-degree criminal sexual conduct involving a 15-year-old girl.⁶ Schlien was in a conference room in the Cook County Courthouse with his lawyer and his mother discussing possible sentences when he got up and excused himself from the room. He went back into the courtroom, pulled out a gun and shot the prosecutor, Timothy Scannell, a trial witness, Gregory Thompson; and the courtroom bailiff, Gary Radloff. All three victims were hospitalized and all three survived. Yet, the fact that such an incident can occur in such a remote, small community illustrates that random acts of courthouse violence can happen not only in big cities such as Milwaukee or Madison but in any community in this state.

These stories are not the only ones. Violence in state courts is a problem throughout the United States and it is growing.⁷ There is no perfect solution. Most courthouses have armed officers either walking the halls or available on short notice. Further, many courthouses have cameras that, from a central location, can see anything that goes on in the courthouse. There may also be emergency buttons available in courtrooms to request assistance with security or emergency shooter procedures put in place with training for staff. But in the time it takes for an armed guard to run down the corridor of a courthouse to the scene of a shooting, a person bearing a weapon can harm members of the public and even cause loss of life. This simply is not good enough.

Implementing Courthouse Screening

In some respects it is difficult to gauge the success of screening at courthouse entrances because there is never the opportunity to learn what the result would have been if screening had not been in place. However, in Wisconsin the implementation of courthouse screening has shed some light on this question.

For example, within only one week after implementing courthouse entrance screening, Winnebago County law enforcement officers had uncovered knives as well as gun holsters, indicating that visitors left their guns outside.⁸ Sheboygan County installed screening equipment at the end of 2018. Since that time the screeners have confiscated items including knives, bullets, pepper spray, brass knuckles, and even fireworks.⁹ Before screening was implemented at the door of the Sheboygan County Courthouse, those items would have been circulating in the hallways and courtrooms. While we do not know if they would have been used, we do know that preventing them from coming in ensures that they will not be used. Thus, dangerous implements are coming to the doors of Wisconsin's courthouses, and screening inside is interdicting many of those implements.

The issue of courthouse security is not one that merely involves protecting judges and lawyers; it is an issue of public safety for the whole community. ”

Although the Wisconsin Supreme Court has no legislative authority and no money to implement its wishes, the court is charged with overseeing the Wisconsin court system and has weighed in on this problem. In 2010 it implemented a supreme court rule for all Wisconsin courts that states as follows:

“A court facility should have a single entrance with appropriate screening mechanisms in place to screen persons, carry-in items and packages. Screening stations should be equipped with a magnetometer, x-ray for packages and carry-in items, duress alarms and video surveillance.”¹⁰

This policy was set in place with respect to all courthouses in Wisconsin in which state court cases are actively heard.¹¹

A brief survey of all Wisconsin counties broke down compliance with this supreme court rule into three categories: full compliance with perimeter screening, walk-through magnetometers available, and other. The "other" category, discussed below, includes various stages of compliance with the directive.

The survey asked the district administrator for each of Wisconsin's nine judicial districts to indicate in which category their counties fell.¹² Of the 72 counties in Wisconsin, only 31 have implemented full-time screening at the courthouse entrance as required by the supreme court. It is interesting to note that heavily populated as well as sparsely populated counties are included on this list. In 26 counties, walk-through magnetometers are available on an as-needed basis. Fifteen counties fit into the "other" category and have some sort of hand-held device or wand if requested.¹³ See sidebar.

Three Levels of Compliance with Wisconsin Supreme Court's Security Rule

In 2010 the supreme court implemented a security rule for all Wisconsin courts. A survey conducted in 2019 asked the district administrator for each of Wisconsin's nine judicial districts to indicate in which of three categories their counties fell.

Full Compliance with Perimeter Screening

Of the 72 counties in Wisconsin, only 31 have implemented full-time screening at the courthouse entrance as required by the supreme court: Milwaukee, Kenosha, Racine, Walworth, Jefferson, Ozaukee, Washington, Waukesha, Dodge, Fond du Lac, Green Lake, Marquette, Sheboygan, Winnebago, Dane, Green, Rock, Columbia, La Crosse, Monroe, Trempealeau, Juneau, Jackson, Clark (daily screening for courtroom area, but not entire courthouse), Door, Outagamie, Marathon, Vilas, Portage, St. Croix, Polk.

Walk-through Magnetometers Available

In 26 counties, walk-through magnetometers are available on an as-needed basis: Calumet, Manitowoc, Sauk, Marinette, Oconto, Waupaca, Brown, Adams, Florence, Forest, Iron, Langlade, Lincoln, Shawano-Menominee, Oneida, Price, Taylor, Barron, Douglas, Dunn, Sawyer, Bayfield, Eau Claire, Rusk, and Chippewa.

Other (Various Stages of Compliance)

The following counties fit into the "other" category and have some sort of hand-held device or wand if requested: Waushara, Lafayette, Buffalo, Crawford, Grant, Iowa, Pepin, Pierce, Richland, Vernon, Kewaunee, Wood, Ashland, Burnett, and Washburn.

The counties that have implemented screeners tend to be the ones with larger populations or with newer buildings. Of the 12 most populous Wisconsin counties, only Brown County does not screen visitors at the courthouse entrance.¹⁴ Older buildings with historic significance are often more difficult to retrofit than buildings made to accommodate entrance screening. One issue that may ultimately face the counties that do not implement the supreme court's policy is whether their liability increases for any violence that does occur in their courthouse, given that the supreme court has put them on notice of the need to be proactive.

Brown County is the fourth largest county in Wisconsin by population and is an outlier among highly populated counties. Brown County has had a difficult time implementing such a screening system in its courthouse. When a county seeks to move in the direction of courthouse screening, the first step is often a request to have the U.S. Marshals Service review the security situation in the courthouse. This helps build public support for the process.

To that end, one study of the Brown County Courthouse conducted by the U.S. Marshals Service recommended that "[p]ublic access to the Courthouse should be limited to entrance access at the north first floor doors of the old courthouse."¹⁵ Thus, access should be limited to one access point. The Marshals further recommended that "[t]he public entrance should be equipped with a magnetometer and x-ray machine."¹⁶ That study was conducted in 1992 but did not garner enough support publicly or politically and was not implemented at the time. Later studies by the U.S. Marshals Service, including one that was completed in 2016, also recommended limiting access points and screening visitors entering the courthouse. Again, the movement for screening at the courthouse entrance did not gather enough support and was not implemented.

In February 2018, Brown County commissioned a private-sector study of the courthouse, which was conducted by Dewberry. That study, completed in May 2018, resulted in recommendations for three different alternatives, depending on the level of spending desired. All three alternatives, however, included limiting access to one entrance and screening visitors, which is consistent with the supreme court rule. As this article goes to print, county committees are still considering this study. If nothing else, the experience of Brown County demonstrates that the topic is difficult to garner a consensus on and to implement.

Positions advanced against screening at courthouse entrances are similar across the state. A common concern is that installing screening equipment virtually closes the courthouse to the general public. Although screening visitors is certainly more restrictive than not doing so, the courthouses that screen visitors are not

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"closed." Visitors are still very welcome and can still come in as often they did before. The only difference is that they can no longer bring in weapons. Everyone who visits can be safe from the use of weapons.

Along this same line is the sense of intimidation or fear or the feeling that a visitor's personal privacy is being invaded when going through screening at the courthouse. Airport security raises similar concerns among many people who fly. These concerns need to be taken seriously and addressed by those undertaking the screening.

There is also an expense to taxpayers for installing and operating security screening. If there is no prior history of violent acts occurring in the courthouse, the cost of implementation might not seem justified. Scanning equipment and metal detectors can be expensive, and the costs to pay the staff needed to run them can also be high for the community and the taxpayers.

These arguments are legitimate. The problem, however, is that weighing these concerns against the possibility of an act of violence that might or might not take place, such as the one in Grand Marais, is difficult at best. Such an event may result in public support for screening, but it is preferable to implement screening before such an event and thereby possibly prevent serious injury or save lives.

There are other reasons given in opposition to this type of screening. Older courthouses, such as the Brown County Courthouse, often are architecturally unique buildings and are virtually works of art in and of themselves. Some people oppose courthouse screening because it might impair the appearance of these older courthouses. However, to the extent that beauty should be put before safety, planning an appropriate way to implement screening can preserve the character of a building and make it safer.

For example, the Winnebago County Courthouse, more than 75 years old, is on the state's historical register.¹⁷ The county board chose to have a separate portico built onto the back entrance of the courthouse, to accommodate the screening equipment and personnel. Thus, no aspect of the old building needed to be changed. Ironically, Winnebago County, like Brown County, struggled to gain support from politicians for the security upgrades. Plans for the additional portico had been in existence since 1953, and the Winnebago County Board had rejected implementation of screening protocols in 2001.

Marathon County, the site of the tragic events of March 2017, ultimately implemented screening at the entrance to its courthouse on Aug. 9, 2017.¹⁸ Planning began in April 2017, shortly after the shootings. The Marathon County board of supervisors, like the Brown County board of supervisors, received a report from the U.S. Marshals Service. The county board's public safety committee then directed the Sheriff's Department and administrative staff to implement the plan.

As in Winnebago and Brown counties, Marathon County had the challenge of dealing with an older building that was not designed for such a process. The result was a plan "that provides for a single point of entry and individual screening, similar to what you might see at an airport – however, you shouldn't have to take off your shoes."¹⁹ The design "provides for sophisticated weapons screening, while continuing to ensure that Marathon County's Courthouse remains fully accessible to everyone."²⁰

Since implementation, Marathon County screeners have confiscated 1,983 knives, 148 canisters of pepper spray, 2 loaded firearms, 20 rounds of ammunition (in addition to the loaded firearms), 1 firearm component, 15 impact weapons, 18 pieces of drug paraphernalia, 2 items containing illegal drugs, and 502 other prohibited items, such as scissors, handcuff keys, and alcohol beverages.²¹ This in a central Wisconsin city with a population of slightly higher than 39,000.

A number of courthouses in Wisconsin, including in Brown County, have portable metal detectors that can be brought in for high-profile cases or other matters that might raise a risk of violence. A disadvantage of this approach is that someone needs to decide when the metal detectors are needed because of increased risk. There is no way for anyone – the judge, the sheriff, the bailiff, or the lawyers – to know with any certainty when violence is going to occur. Often, family court cases that are before a family court commissioner have the potential to be powder kegs. There is rarely enough information available regarding the parties to know who will snap and when. Further, even if that risk could be known, it only protects the specific courtroom and not the public areas. These alternatives, screening on the cheap, do not make sense in light of the problems faced in courthouses.

Sharing the Courts, Sharing the Responsibility

Securing courthouse entrances can be expensive. For example, the addition to the Winnebago County Courthouse cost taxpayers approximately \$1.1 million.²² Even without an entirely new addition on a courthouse, security equipment can include such items as magnetometers, wands, x-ray machines, closed-circuit television (CCTV) camera systems, and duress and intrusion alarms.²³ This does not include staff costs for operating the equipment.

These systems can be costly but are essential pieces to an entryway screening system. Local officials around the country have been very creative when obtaining the funding for such equipment. "Some have gained the required funding through federal and state grants, Homeland Security funds, filing fees, asset-forfeiture programs and mutual-aid collaborations."²⁴ Used but still completely operational equipment also is sometimes available from federal sources.

When considering funding, it is also important to remember that the Wisconsin court system is a hybrid system. That is, the counties own and maintain the courthouses, while the state of Wisconsin employs the judges. The court reporters working for the judges are employed by the state, but the clerks and the other staff in the various courthouses work for the county. The state of Wisconsin administers the court system and, of course, the Wisconsin Supreme Court sits atop the entire third branch of the state government.

Given this joint obligation for the functioning of Wisconsin's court system, it seems as if responsibility for securing the safety of the state's courthouses would fall to both state and local governments. It is the very function of the state court system to cause all of the various people to be in the courthouse. It is the state-employed judges who enter the orders requiring individuals to come to court for jury duty, court hearings, and trials. Surely some of the responsibility for screening the people should rest with the state of Wisconsin.

At the same time, the counties own and manage the various courthouses and allow them to be used for the purposes discussed above. With a reasonable bit of effort, Wisconsin could ensure that all of its courthouses are equipped with appropriate screening equipment. Failure to do so for financial reasons could end up being costly to the public's well-being.

Conclusion

It will never be possible to eliminate all acts of violence in a courthouse. Nor will courthouse security stop all acts of violence related to judicial system issues. Thus, although the tragedy in Wausau would not have been prevented by further courthouse screening, that incident does remind us that violence can go hand in hand with many of the complex issues that are contested in the courthouse. Courthouses are the focal point of that conflict.

Security officials must always work to keep one step ahead of perpetrators who plan their acts of violence. Tragedies such as the one in Wausau demonstrate that we must take reasonable steps to prevent acts of violence, especially in courthouses. Screening at the entrance of every courthouse in the state is one such step.

The Wisconsin Legislature must take a more active role in insisting that the buildings in which the Wisconsin judiciary works are safe for those who work there and those who visit. At the county level, elected and appointed officials must commit financial resources to strengthen these buildings and augment the safety of the people who come to them. Too many people in this state are forced to come to courthouses that are not made appropriately safe according to best practices.

Endnotes

¹ Alison Dirr & Andy Thompson, *When Domestic Violence Becomes a Public Risk*, Green Bay Press-Gazette, 1A (March 27, 2017).

² Dianne Molvig, *Court Funding: Security at Risk*, 89 Wis. Law. 14 (Jan. 2016). Fifty-eight percent of judges felt security staffing was inadequate, as did 62 percent of administrators and 43 percent of lawyers.

³ Nathaniel Shuda, *Winnebago County Ramps up Courthouse Security*, Post Crescent, 1B (May 7, 2017).

⁴ *Id.*

⁵ *Id.*

⁶ *Courthouse Shooting Reveals Darker Side of Grand Marais*, Duluth News Tribune (Feb. 28, 2012).

⁷ See generally Timm Fautsko, Steve Berson & Steve Swensen, *Courthouse Security Incidents Trending Upward: The Challenges Facing State Courts Today*, Nat'l Ctr. State Courts (2012).

⁸ Shuda, *supra* note 3, at 1A.

⁹ Ben Handelman, *New Metal Detectors at Sheboygan County Courthouse Uncovers Knives, Bullets, Fireworks*, fox6now.com (Jan. 3, 2019).

¹⁰ Wis. SCR 68.06(2)(a).

¹¹ The federal government has already implemented visitor screening at the doors of federal courthouses.

¹² This survey was conducted in January 2019 and updated in March 2019 by the Eighth Judicial District court administrator and requested responses from all other district court administrators. Responses were received from every district.

¹³ Wood County is planning to install walk-through magnetometers in the summer of 2019, but funding for staffing of those magnetometers is uncertain. This would move the county from the third category to the second category.

¹⁴ Shuda, *supra* note 3, at 1A.

¹⁵ Dept. of Justice, U.S. Marshal, *Court Security Survey and Assessment Brown County Courthouse 4* (March 1992).

¹⁶ *Id.*

¹⁷ Shuda, *supra* note 3, at 1B.

¹⁸ Lance Leonhard, *New Courthouse Security's Up & Running*, Wisconsin Central Time News (Aug. 22, 2017).

¹⁹ *Id.*

²⁰ *Id.*

²¹ Laura Schulte, *Security Nets Nearly 2,000 Knives at Marathon County Courthouse, Plus Guns and Drugs*, Wausau Daily Herald (Aug. 10, 2018).

²² *Winnebago County Courthouse Projects Designed to Improve Security, Add Space, The Third Branch*, at 12 (Winter/Spring 2017).

²³ See generally Fautsko et al., *supra* note 7.

²⁴ *Id.*

COMMENT

Municipal courts generally are not located in the county courthouse but convene in various public buildings. All courts share certain basic security concerns. If the committee is considering municipal court security or facilities the committee should consider appointing a municipal judge as a committee member.

SCR 68.06 Security: Structure and design.

(1) A court facility housing courtrooms should have a sectoring system that divides the building into the following 3 types of areas according to the nature of access to them:

- (a) Public areas where the general public has relatively free access.
- (b) Restricted access areas where generally only the following are permitted access: judicial officers, jurors and designated personnel.
- (c) Secure access areas where only prisoners and law enforcement personnel are permitted.

(2) ENTRANCES. (a) *Public Entrance.* A court facility should have a single entrance with appropriate screening mechanisms in place to screen persons, carry-in items and packages. Screening stations should be equipped with a magnetometer, x-ray for packages and carry-in items, duress alarms, and video surveillance.

(b) *Restricted Access Entrance.* All judicial officers and designated personnel should enter through a secure and separate entrance equipped with screening the same as the public entrance in sub (1).

(c) Entrances other than the public entrance should be secured and access limited.

COMMENT

Any new court facility should incorporate sectoring principles if it is to provide the most basic security that can be attained through structural design. Existing facilities present a wide range of structural variations that create obstacles to the use of sectoring principles. However, in many existing courthouses there are opportunities to achieve some sectoring that will improve security. In addition, remodeling projects undertaken for non-security purposes offer cost-efficient opportunities to enhance the overall sectoring of a courthouse.

Secure prisoner transport and holding areas eliminate any prisoner interaction with the public until they are in a courtroom and are critical to the safety of the public, court staff, and the prisoners themselves. The need for an area where attorneys can meet with their clients should be considered in the design.

(3) COURTROOMS. A courtroom should be constructed to include all of the following:

- (a) A single public entry that accommodates a security checkpoint for use as needed.
- (b) Entrances for judges and court staff that are adjacent to the bench and entrances for jurors that are as close to the jury box as possible.

(c) Other access to the courtroom, such as windows or maintenance access, that inhibits unauthorized entry.

(d) A judge's bench should be of a size and height to deter physical attacks, shall have a built-in bullet-resistant barrier of the highest threat level, and should provide a direct sight line to the public entrance.

(e) Court reporter and clerk stations shall be equipped with a built-in bullet-resistant barrier of the highest threat level.

(f) Lighting panels that are located in areas where only court staff have access to them.

(g) Lighting that enhances safety and is supported by an emergency power source.

(h) A clear separation between the spectator area and the area used by the participants in court proceedings.

COMMENT

Courtrooms have often been the site of violent and tragic incidents, and their design is an important aspect in preventing such occurrences. The personnel and equipment standards in this rule are also integral parts of the overall security strategy. In the American system of justice, most court proceedings are public and security concerns cannot unreasonably interfere with this principle. However, a design that ensures the opportunity for proper screening of those who enter the courtroom and the proper physical arrangement of those present will create a safer setting in which citizens may exercise their right to participate in or observe public judicial proceedings. A single public entrance to the courtroom makes it easier to screen those who enter, though building codes may require that there be a second means of egress from the courtroom. Construction of courtrooms without windows reduces the security threat from outside the building. When windows are included in courtroom design, care should be taken to shield courtroom participants from outside view.

Because judges are the official representatives of the judicial system, they have often been the targets of violence. Attacks on judges also endanger those working closest to them. A bullet-resistant barrier should be installed in every courtroom to provide a place of increased protection in the event a weapon is displayed. The separation between spectator area and the participants' area should be sufficient to prevent spectators' physical contact with attorneys, litigants and jurors and to ensure the privacy of conversations between attorneys and their clients. If a courtroom is used for proceedings which frequently draw an audience of hostile or contentious individuals, consideration should be given to erecting a physical barrier to the well area which permits spectators to hear and see the proceedings but not to have physical access to the litigation well.

(4) A jury deliberation room should be located where the public cannot have contact with jurors as they move to and from the courtroom and should be designed to ensure their safety and the secrecy of their deliberations.

COMMENT

Because of the importance of their impartial deliberations, jurors must be safeguarded from those who would seek to intimidate or engage in reprisals. The secrecy of jury deliberations must be guaranteed. Each committee should consider adopting policies on protecting jurors following a trial, juror parking and other matters affecting juror safety.

5) Any court facility used for court commissioner hearings should be designed in a manner that incorporates the security principles set forth in sub. (3).

COMMENT

The extent to which court commissioners are used varies widely from county to county. In a county where a court commissioner handles criminal and traffic, divorce, small claims or juvenile proceedings, the dangers present while doing so are similar to those facing judges in their courtrooms. All too often, court commissioners are called upon to perform their roles in small, crowded rooms where they are in close proximity to litigants, witnesses and spectators, as well as to attorneys and judicial staff. The dangers must be recognized and reflected in the design of these areas.

The design of court commissioner hearing rooms and office areas and the types of security personnel and equipment needed should be considered by each committee, using the features of courtroom security for guidance and as a measurement in assessing their adequacy.

(6) A secure room in close proximity to locations where criminal, family, juvenile or domestic violence proceedings are conducted should be provided for victim and child witnesses waiting to appear in such proceedings. Child and adult victims and witnesses shall be separated from alleged juvenile or adult offenders, their friends and family members.

COMMENT

This standard is a reflection of the statutory directives in ss. 950.04(1v)(e), 938.2965, and 967.10(2), stats.

SCR 68.07 Security: Personnel.

(1) COURTROOM. There should be no fewer than two sworn officers in each courtroom and each court commissioner hearing room when court is in session. The judicial officer may expressly direct otherwise.

(2) PUBLIC ENTRANCE STAFFING. The public entrance should be staffed by at least one sworn officer, armed with a triple retention holster and access to law enforcement band radio and other qualified court security officers as necessary. At least one sworn officer should be available to patrol the public areas and assist with public entrance staffing as needed.

COMMENT

The presence of sworn officers serves as a deterrent to violent outbursts and provides the ability to respond to incidents that may arise. In this respect, the open and obvious presence of uniformed officers is an example of basic court security principles designed to deter those intent on harm, detect those who have breached security and limit the damage caused by the breach. It is impossible to predict the type of case that might lead to a violent incident. Therefore, it is essential to provide court security for all types of cases. The National Center for State Courts' Steps to Best Practices for Court Building Security (2010) considers the presence of sworn officers at the public entrance an extremely important area of security that provides a foundation for the implementation of additional security measures throughout the court facility.

MEMORANDUM

TO: Wisconsin County Extension Committee Members

FROM: Chelsea Fibert, Government Affairs Assistant

DATE: May 20, 2019

SUBJECT: Dissolution of WACEC/Creation of WEXA

In September of 2018, following the significant restructuring undertaken by UW-Extension, the Wisconsin Associated County Extension Committees (WACEC) approached the Wisconsin Counties Association (WCA) requesting that WCA assume the administrative responsibilities associated with WACEC that were formerly performed by UW-Extension. WCA has agreed to provide these administrative services, which include meeting logistics, preparation and distribution of agendas and minutes, as well as act as fiscal agent.

As part of this process, the current WACEC board recommended modifications to the WACEC bylaws. WCA and WACEC engaged the services of legal counsel to review the bylaws and make recommendations.

WACEC is currently incorporated as a 501(c)(3) entity, requiring annual corporate filings and tax returns. Legal counsel recommends the dissolution of WACEC as a 501(c)(3) entity, and its recreation as a tax-exempt entity under Chapter 184 of the Wisconsin State Statutes, eliminating the burden and expense of an IRC 501(c)(3) association. The current WACEC board recommends the dissolution of WACEC and its recreation under Ch. 184 of the Wisconsin State Statutes. The new organization would take on a new identity, known as Wisconsin Extension Association (WEXA).

Due to the fact that WACEC is an incorporated entity, state laws governing the corporate dissolution process must be adhered to. In order to accomplish the dissolution of WACEC, allowing for the creation of WEXA, 80% of the individual members of county extension committees must sign and return a "Consent Resolution of the Members of Associated County Extension Committees, Inc." A copy of the resolution is included for your review and signature.

To ensure county extension committee members understand what needs to occur and what the new association, WEXA, will look like, a number of documents are included for your review:

- Plan for Dissolution of WACEC
- **Consent Resolution of the Members of Associated County Extension Committees, Inc. (This is the document you need to sign)**
- Bylaws for the newly-created Wisconsin Extension Association (WEXA)
- Map of current Extension districts
- Funds Transfer Agreement
- Fiscal Agency Agreement

To assist extension committee members in understanding the documents and the transformation of WACEC into WEXA, WCA, in conjunction with legal counsel, will be hosting a webinar on **May 30, 2019 at 10:00 a.m.** in order for legal counsel to walk through the documents and answer specific questions that you may have. The webinar can be accessed utilizing the following link: <https://wicounties.adobeconnect.com/wexa/>.

If you have questions prior to the webinar, please send them over to Chelsea Fibert (fibert@wicounties.org) so the attorneys can address your concerns specifically when the webinar begins.

The WACEC board, along with WCA, requests that all counties undertake the following actions to ensure the smooth transition of WACEC into WEXA:

- **Hold a meeting of your county extension committee prior to June 30, 2019 to ensure committee members execute the consent form.**
- **Provide copies of these documents, including the consent form, to members of your committee who are not county board members (WCA does not have contact information for your public members).**
- **Collect the consent forms following the meeting and send the forms to the WCA office in one of the following manners:**
 - **Mail: Wisconsin Counties Association, 22 E. Mifflin Street, Suite 900, Madison, WI 53703**
 - **Fax: 608.663.7189**
 - **Email: fibert@wicounties.org**

It is imperative that all counties return the signed consent form by June 30, 2019.

If you have any questions about the transition of WACEC to WEXA, please do not hesitate to contact the WCA office.

PLAN FOR DISSOLUTION OF WACEC

In September of 2018, following the significant restructuring undertaken by UW-Extension, the Associated County Extension Committees (WACEC) approached the Wisconsin Counties Association (WCA) to request that WCA assume the administrative responsibilities associated with WACEC that were formerly performed by UW-Extension. Going forward, in an effort to streamline the administration and otherwise reduce the financial burden of administration, Wisconsin Counties Association (WCA) has agreed to provide the administrative services and support to meet the needs of the organization.

Given WCA's assumption of these responsibilities, WACEC and WCA have developed the following plan, in consultation with legal counsel, to dissolve WACEC in its current form and reorganize the association in a more streamlined fashion:

1. Distribute this Plan and the attached member resolution to the members of WACEC, who are the individual members of the county extension committees.
2. Create an unincorporated nonprofit association named Wisconsin Extension Association (WEXA). WEXA will have the same mission as WACEC, but will be organized in a way that avoids the burden of tax return and corporate filings that are required of an entity classified as a IRC 501(c)(3) nonprofit such as WACEC. Chapter 184 of the Wisconsin Statutes allows WEXA to be tax-exempt at both the federal and state level, without the added administrative burden and expense.
3. WACEC will transfer its remaining funds to WEXA. These funds will be restricted for use only in accordance with WACEC's purpose.
4. WEXA will contract with WCA for WCA to act as fiscal agent to hold and disburse the funds at the direction of WEXA. WCA will also assist with administration in terms of meeting planning and arrangements, which will result in cost-savings because of WCA's existing relationships.
5. File articles of dissolution with the State of Wisconsin Department of Financial Institutions to dissolve WACEC. WACEC needs to discontinue in its corporate form so as to avoid continuing obligations under Wisconsin law.
6. File final Form-990 with the IRS and include notification of dissolution. This step is necessary to avoid future nonprofit tax filing requirements and will reduce the administrative burdens associated with the operation of WEXA.

In order to accomplish the above, 80% of the individual members of county extension committees must sign and return the attached resolution.

IF YOU ARE A MEMBER OF A WISCONSIN COUNTY EXTENSION COMMITTEE AND AGREE WITH THIS PLAN, THEN PLEASE SIGN AND RETURN THE ATTACHED RESOLUTION TO GIVE YOUR CONSENT TO DISSOLVE WACEC AND OTHERWISE IMPLEMENT THIS PLAN.

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**CONSENT RESOLUTION OF THE MEMBERS OF
ASSOCIATED COUNTY EXTENSION COMMITTEES, INC.**

The undersigned, being at least 80% of the members of Associated County Extension Committees, Inc., a Wisconsin non-stock corporation (the "**Corporation**"), does, pursuant to the provisions of Sections 181.0704 of the Wisconsin Statutes, hereby consent to and adopt the following recitals and resolutions:

WHEREAS, the undersigned members desire to dissolve the Corporation;
and

WHEREAS, Section 181.1401 requires two-thirds of the members of a non-stock corporation to approve dissolution; and

WHEREAS, Section 181.0704 requires 80% of the members of a non-stock corporation to approve a resolution without a meeting; and

WHEREAS, the undersigned members have examined and hereby approve the attached Plan of Dissolution for the Corporation (the "**Plan**").

NOW, THEREFORE, BE IT RESOLVED, that the Plan is hereby adopted and approved in all respects, and that the officers of the Corporation are authorized to perform all acts and execute all documents necessary or appropriate to execute the Plan and to carry out the intent thereof; and

BE IT FURTHER RESOLVED, that the officers of the Corporation are empowered, authorized and directed to execute and file articles of dissolution with the Wisconsin Department of Financial Institutions in accordance with the Wisconsin Statutes, and that the execution thereof by any officer shall be the act and deed of the Corporation; and


BE IT FURTHER RESOLVED, that the officers of the Corporation are empowered, authorized and directed to carry out the provisions of these resolutions that may be necessary in liquidating and dissolving the Corporation in accordance with the expressed intent of the members hereunder and under the Plan; and

BE IT FURTHER RESOLVED, that the Board of Directors is authorized to adopt any further resolutions that may be necessary in liquidating and dissolving the Corporation.

This consent resolution may be executed in separate counterparts, each of which shall be deemed to be an original, and all counterparts shall constitute one instrument. Signatures transmitted by facsimile, portable document format (".pdf") or other electronic means shall be deemed to be original signatures for all legal and other purposes.

[Signature page follows.]

Dated this 28 day of MAY, 2019.

Signature: 

Print: BERNIE ERICKSON

32668555_2.DOC

Loehlein, Alicia A.

To: Erickson, Bernard J.
Subject: RE: Brown County Contact Us - County Board - General

Place it on PD&T under Port & Resource and forward to Dean so he knows about it.

Bernie

> On May 7, 2019, at 8:12 AM, Loehlein, Alicia A. <Alicia.Loehlein@browncountywi.gov> wrote:

>

> Good morning, Bernie:

>

> Attached is an email that was sent to the Board's general email acct. Did you want me to forward this on to Dean Haen or put it on PD&T? Please advise.

>

> Alicia

>

> -----Original Message-----

> From: ROBB EKBERG <yogi@southbarmaina.com>

> Sent: Tuesday, May 7, 2019 6:06 AM

> To: Loehlein, Alicia A. <Alicia.Loehlein@browncountywi.gov>

> Subject: Brown County Contact Us - County Board - General

>

>

> Email Address: yogi@southbarmaina.com> First Name: ROBB> Last Name:

> EKBERG>

> Address: 101 BAY BEACH RD, 9208846291>

> City: GREEN BAY>

> State/Province: Wisconsin>

> Zip Code: 54302-1205>

> Phone Number: 9208846291

>

>

> Comments/Questions: I would like to request a county ordinance to move the demarcation of the "No Wake Zone" at the mouth of the fox river. Currently it is south of the entrance to our marina "South Bay Marina". The wake caused by vessels powering down in front of our entrance is causing multiple problems. The most urgent to fix would be damage to our docks from the wake entering our harbor. The other issue is these large wakes are dangerous for smaller vessels entering and exiting our harbor. Darren Kuhn of the WI DNR agrees and can be contacted at Darren.Kuhn@Wisconsin.GOV. I have contacted the county Sheriff and the GBPD and advised I need an ordinance. What do I need to do to make this happen sooner than later? Thank you for your prompt attention to this matter. We have been chasing a solution for almost a year now and finally have a path to an answer.

>

**BROWN COUNTY SOUTH LANDFILL
EXCAVATION AND CONSTRUCTION
PROJECTION OF COSTS FOR YEARS 2020 THRU 2028 WITH OPENING DATE OF OCTOBER 2022**

KEY ASSUMPTIONS AND OTHER INFORMATION:

Construction of Landfill

Construction of Landfill will take place in phases 2020 through 2028 and will be operational 10/1/22: 7 months prior to the estimated closing of Outgamie NE Landfill
 Uncertainty regarding start-up date and volume of waste due to possible amendment of BOW Agreement
 Equipment costs used in projection are the estimated annual depreciation on the equipment
 Need to consider hiring a County Resource Recovery Technician to do construction management rather than using a consultant
 Phase 1 - 1.4 million cubic yards (cy) of topsoil/clay will be excavated and stockpiled onsite in 2020 and 2021
 Phase 2 - 900 thousand cy of topsoil/clay will be excavated and stockpiled onsite in 2024 and 2025
 Phase 3 - 1.2 million cy of topsoil/clay will be excavated and stockpiled onsite in 2027 and 2028
 Under Option 1: Requires equipment purchase of \$4.5 million and hiring of 7 employees in 2020. Construction season is about 8 months; uncertainty for work for other 4 months
 Under Option 1: Won't utilize equipment on an every year basis - construction not needed every year.
 Under Option 1: Equipment and employees available for Bayport sediment work during winter
 Under Option 2: It is anticipated that Public Works would have to purchase some equipment and add employees. Specific equipment and number of employees not determined
 Under Option 2: Concerned about availability and commitment of Public Works Dept. to complete required construction on schedule - must move 10,000 cy/day
 Under Option 3 - Outside Contractor: Contract pricing of \$2.50 was used based on an estimate received - this would be competitively bid.

	Option 1 - Co. Employees and Equip. with New Employees thru P & RR Dept Annual 6 Year		Option 2 - County Equipment with Public Works Employees Annual 6 Year		Option 3 - Use of Outside Contractor thru Competitive Bidding Annual 6 Year							
Equipment												
Estimated purchase price of \$4.5 million - 10 year useful life - used 6 years of depreciation	\$	450,000	\$	2,700,000	\$	450,000	\$	2,700,000	\$	-	\$	-
Fuel - estimate of 257 gallons per day for 8 months construction season	\$	281,000	\$	1,686,000	\$	281,000	\$	1,686,000				
Preventive maintenance	\$	57,000	\$	342,000	\$	57,000	\$	342,000				
Personnel (Salaries and Benefits)												
Hiring of 7 equipment operators - 8 months of each year for construction	\$	595,000	\$	3,570,000	\$	595,000	\$	3,570,000				
Contracted Services												
Consulting engineer to monitor construction	\$	168,000	\$	1,008,000	\$	168,000	\$	1,008,000	\$	168,000	\$	1,008,000
Outside contractor will be obtained thru public bid total of 3.5 million cubic yards; average of 580 thousand cy per year	\$	2.50						\$	1,450,000	\$	8,700,000	
TOTALS	\$	1,551,000	\$	9,306,000	\$	1,551,000	\$	9,306,000	\$	1,618,000	\$	9,708,000

**BROWN COUNTY SOUTH LANDFILL
OPERATION OF LANDFILL
PROJECTION OF SELECTED COSTS FOR FIRST YEAR OF OPERATION**

KEY ASSUMPTIONS AND OTHER INFORMATION:

Operation of Landfill

Landfill will be operational 10/1/22, 7 months prior to the estimated closing of Outgamie NE Landfill
Annual tons of all BOW waste estimated at 700,000 will be placed in landfill
Operating Costs were estimated for the first annual budget year of 2023
Equipment costs used in projection are the estimated annual depreciation on the equipment
Costs do not include building costs, allocation of director and other department administration costs or any allocation of County indirect, data processing or insurance costs, and other purchase of service expenditures. These costs would be the same for all options.
Under Option 1 - Contracted Construction: All equipment needed will be purchased in 2022 - 12% price increase from 2018 purchase prices
Under Option 3 - Outside Contractor: Contractor pricing of \$6.45 was used based on an estimate received - this would be competitively bid; most likely would decrease.

	Option 1 - County Operated Assuming Contracted Construction	Option 2 - County Operated Assuming County Completed Construction	Option 3 - Use of Outside Contractor thru Competitive Bidding
Equipment			
Estimated purchase price of construction and excavation equipment of \$3.2 million - under Option 1 and \$1.3 million under Option 2 10 year useful life - used annual depreciation	\$ 320,000.00	\$ 130,000.00	\$ -
Depreciation on construction equipment used in operations - dozer and 2 trucks		193,800	
Purchase of compactors, water truck, street sweeper and other necessary equipment of \$1.7 million - 7 year useful life - used annual depreciation	240,000	240,000	
Covering equipment and product	183,000	183,000	183,000
Fuel - estimate of 455 gallons per day	426,000	426,000	
Preventive maintenance and refurbishing	125,000	125,000	
Personnel (Salaries and Benefits)			
Landfill manager	128,128	128,128	128,128
Equipment operators - 7	882,420	882,420	
Mechanic	91,520	91,520	
Environmental Technician	90,585	90,585	90,585
Scale operator - 1.5	89,100	89,100	89,100
Other	44,000	44,000	44,000
Other Operating Expenses			
Travel	5,000	5,000	5,000
Supplies	600,000	600,000	600,000
Facilities	50,000	50,000	50,000
Purchased Services (See Key Assumptions)	-	-	-
Contracted Services			
Outside contractor obtained thru public bid total of 700,000 tons per year \$ 6.45			4,515,000
TOTALS	\$ 3,274,753	\$ 3,278,553	\$ 5,704,813



Tabulation Record / Intent to Award Documentation

305 E. Walnut Street, Green Bay, WI 54305 Phone: (920) 448-4040 Fax: (920) 440-4036
 Web: www.co.brown.wi.us

Project Number: 2326
Project Name: Asphalt By-pass Lane Around Transfer Station Scale House
Type of Project (RFB, RFP, RFQ): RFB
Purchasing Representative: Dale DeNamur
Due Date: May 16, 2019
Location: Brown County Clerk's Office
Opening Date: May 16, 2019
Location: Northern Building, 2nd Floor, Room 201

	CONTRACTOR	CITY, STATE	TOTAL BID PRICE	BIDDERS CERTIFICATE	BID BOND	Addenda Acknowledged?			Intent To Award
						ADD 1 - Site Visit	ADD 2 - Q & A		
1	Riverview Construction	Wausau, WI	\$ 139,833.75	Yes	Yes	Yes	Yes		
2	Gauthier and Sons	Green Bay, WI	\$ 102,228.50	Yes	Yes	Yes	Yes		
3	KCG Excavating	Oconto Falls, WI	\$ 98,457.75	Yes	Yes	Yes	Yes		X

ATTACHMENT B: RFB COST SHEET

(Use of this form is required when submitting your documents; do not submit copy of project details with your submission)

Vendor Information

COMPANY PHYSICAL LOCATION INFORMATION					
Legal Name:	KCG Excavating inc.				
Address:	6861 Hwy 32				
City:	Oconto Falls	State:	WI	Zip:	54154
Phone:	920-604-1801	Fax:	920-848-8224		
Federal ID #:	46-1396679	Website:			
COMPANY REMIT INFORMATION (where to send payment, if different than above)					
Billing Name:					
Name to print on check, if different than above					
Address:					
City:		State:		Zip:	
Accounts Payable Contact:	Kody	Phone:	920-604-1801		
Accounts Payable Email:		Payment Terms:			
CONTACT INFORMATION / PRIMARY PERSON TO NOTIFY FOR INTENT TO AWARD OR THANK YOU					
Primary Name:	Kody DuChateau	Title:	president		
Email:	kodykcg@gmail.com				
CONTACT INFORMATION / SECONDARY PERSON TO NOTIFY FOR INTENT TO AWARD OR THANK YOU					
Secondary Name:		Title:			
Email:					
CONTACT INFORMATION / PROJECT MANAGER					
Project Manager Name:		Title:			
Phone:		Fax:			
Email:					
CONTACT INFORMATION / PERSON AUTHORIZED TO SIGN CONTRACT					
Contract Signer Name:		Title:			
Phone:		Fax:			
Email:					

Asphalt By-pass Lane Around Transfer Station Scale House, Brown County Project #2326

Does your Company accept MasterCard Credit Card for payment? YES ☒ NO (Circle one)

If credit card payment is accepted, do you charge a service fee? YES NO (Circle one)
If yes, service fee is _____%

Comments:	
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Does your Company accept the Brown County Standard Contract? ☒ YES NO (Circle one)

Comments:	
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RFB Pricing

Unit Price Bid Schedule

Item No.	Description	Unit	Estimated Quantity	Bid Unit Price	Total Bid Price for Each Item
1	Mobilization	LS	1	\$ 2,000. ⁰⁰	\$ 2,000. ⁰⁰
2	Strip and Salvage Topsoil	LS	1	\$ 1,500. ⁰⁰	\$ 1,500. ⁰⁰
3	Base Aggregate Dense 1-1/4"	Ton	12.90 1,500	\$ 12.90	\$ 19,350. ⁰⁰
4	Base Aggregate Dense 3-5"	Ton	12.70 1,350	\$ 12.70	\$ 17,145. ⁰⁰
5	HMA Pavement 3 MT 58-28 S (Binder)	Ton	225	\$ 99.00	\$ 22,275
6	HMA Pavement 4 MT 58-28 H (Surface)	Ton	135	\$ 97.45	\$ 13,155.75
7	Maintenance Road and Culvert Install	LS	1	\$ 1,282. ⁰⁰	\$ 1,282. ⁰⁰
8	Soil Stabilization Geogrid	SY	1,150	\$ 3. ⁰⁰	\$ 3,450. ⁰⁰
9	Removal of Excess Soils	CY	1,350	\$ 6. ⁰⁰	\$ 8,100. ⁰⁰
10	Restoration (Topsoiling, Mulching, Seeding, and Fertilizing)	LS	1,200	\$ 5. ⁰⁰	\$ 6,000. ⁰⁰
11	Erosion Mat	SY	1,200	\$ 2.25	\$ 2,700. ⁰⁰
12	Sawcut Asphalt	LS	1	\$ 1,000. ⁰⁰	\$ 1,000. ⁰⁰
13	Erosion Control	LS	1	\$ 1,500. ⁰⁰	\$ 1,500. ⁰⁰
Total Bid Price for All Items: \$					98,457.75

Notes: LS-Lump Sum
SY-Square Yard
LF-Lineal Feet
CY-Cubic Yard

ATTACHMENT C: RFB ADDENDUM ACKNOWLEDGEMENT

(If Addendums exist for this project, please sign and date and send with your bid)

The undersigned acknowledges receipt of the following addenda by checking the box(es) below:

1 ☒ 2 ☒ 3 ☐ 4 ☐ 5 ☐ 6 ☐

Additional Addenda should be written here:

I have examined and carefully prepared the RFB/RFP/RFQ from the plans and specifications and have checked the same in detail before submitting the RFB/RFP/RFQ to Brown County.

The Undersigned agrees to the above statement:

Printed Name: Kody Dulchateau

Signature: [Handwritten Signature]

Date: 5-15-19

If this RFB/RFP/RFQ is assigned a project number all vendors are responsible to check for addendums, published on the Onvia DemandStar website and our website at www.co.brown.wi.us, for this project prior to the due date.

If RFB/RFP/RFQ has already been submitted, vendor is required to acknowledge receipt of addendum via fax or e-mail prior to due date. New RFB/RFP/RFQ must be submitted by vendor if addendum affects costs.

Vendors that do not have Internet access are responsible for contacting our purchasing department at 920-448-4040 to ensure receipt of addendums issued.

RFBs/RFPs/RFQs that do not acknowledge addendums may be rejected.

All RFBs/RFPs/RFQs submitted will be sealed. Envelopes are to be clearly marked with required information. Sealed RFBs/RFPs/RFQs that are opened by mistake due to inadequate markings on the outside may be rejected and returned to the vendor.

ATTACHMENT F: BIDDER'S CERTIFICATE**BIDDER'S CERTIFICATE**
Per Wis. Stat. Sec. 66.0901(7)

This Bidder's Certificate form must be completed by the contractor submitting a bid/proposal, and must be sworn to, notarized and timely returned to Brown County, as directed in the Request for Bids.

Statement of Bidder:

I hereby incorporate this sworn Bidder's Certificate into my bid/proposal, and hereby make this Bidder's Certificate part of my bid/proposal.

I affirmatively state that I, or an authorized representative of mine, have/has examined and carefully prepared the bid/proposal submitted from the plans and specifications provided, and have checked the same in detail before submitting the bid/proposal to the County of Brown. I have also included the names of subcontractors I propose to contract with and the class of work to be performed by each elsewhere in my bid/proposal.

	State of WI
<u>Kody Duchateau</u>	County of: <u>Oconto</u>
Printed Name of Signor	Signed and Sworn to Before Me on (Date): <u>5/9/19</u>
<u>[Signature]</u>	By (Printed Name): <u>Jami Pagel</u>
Signature of Signor	Notary's Signature: <u>[Signature]</u>
<u>5-9-19</u>	Notary's Expiration Date: <u>9-25-21</u>
Date Signed	Notary's Seal:
<u>President</u>	Jami Jo Pagel
Title of Signor	Notary Public
<u>920-654-1801</u>	State of Wisconsin
Phone of Signor	
Email Address of Signor	

Bid Bond

AIA Document A310™ – 2010

CONTRACTOR:

(Name, legal status and address)

KCG EXCAVATING, INC.
N6181 Hwy 32
Oconto Falls, WI 54154

Bid Bond No. GR16517

SURETY:

(Name, legal status and principal place of business)

Granite Re, Inc.
14001 Quailbrook Dr
Oklahoma City, OK 73134

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

OWNER:

(Name, legal status and address)

Brown County Purchasing
305 E Walnut St
Green Bay, WI 54301

BOND AMOUNT: Five Percent of the Bid Amount (5.00% of Bid Amount)

PROJECT:

(Name, location or address, and Project number, if any)

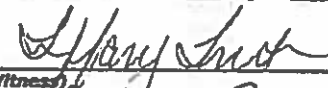
Brown County Asphalt by-Pass Lane Around Transfer Station Scale House;
Project No. 2325

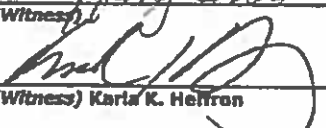
The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

Signed and sealed this 10th day of May, 2019



(Witness)


(Witness) Karla K. Helton

KCG EXCAVATING, INC.

(Principal)

(Title)

Granite Re, Inc.

(Surety)

(Title) Connie Smith, Attorney-in-Fact

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081110

GRANITE RE, INC.

GENERAL POWER OF ATTORNEY

Know all Men by these Presents:

That GRANITE RE, INC., a corporation organized and existing under the laws of the State of OKLAHOMA and having its principal office at the City of OKLAHOMA CITY in the State of OKLAHOMA does hereby constitute and appoint:

MICHAEL J. DOUGLAS; CHRIS STEINAGEL; CHRISTOPHER M. KEMP; KARLA HEFFRON; ROBERT DOWNEY; CONNIE SMITH; KORY MORTEL its true and lawful Attorney-in-Fact for the following purposes, to wit:

To sign its name as surety to, and to execute, seal and acknowledge any and all bonds, and to respectively do and perform any and all acts and things set forth in the resolution of the Board of Directors of the said GRANITE RE, INC. a certified copy of which is hereto annexed and made a part of this Power of Attorney; and the said GRANITE RE, INC. through us, its Board of Directors, hereby ratifies and confirms all and whatsoever the said:

MICHAEL J. DOUGLAS; CHRIS STEINAGEL; CHRISTOPHER M. KEMP; KARLA HEFFRON; ROBERT DOWNEY; CONNIE SMITH; KORY MORTEL may lawfully do in the premises by virtue of these presents.

In Witness Whereof, the said GRANITE RE, INC. has caused this instrument to be sealed with its corporate seal, duly attested by the signatures of its President and Secretary/Treasurer, this 27th day of June, 2018.

STATE OF OKLAHOMA)
) SS:
COUNTY OF OKLAHOMA)



Kenneth D. Whittington, President

Kyle P. McDonald, Treasurer

On this 27th day of June, 2018, before me personally came Kenneth D. Whittington, President of the GRANITE RE, INC. Company and Kyle P. McDonald, Secretary/Treasurer of said Company, with both of whom I am personally acquainted, who being by me severally duly sworn, said, that they, the said Kenneth D. Whittington and Kyle P. McDonald were respectively the President and the Secretary/Treasurer of GRANITE RE, INC., the corporation described in and which executed the foregoing Power of Attorney; that they each knew the seal of said corporation; that the seal affixed to said Power of Attorney was such corporate seal, that it was so fixed by order of the Board of Directors of said corporation, and that they signed their name thereto by like order as President and Secretary/Treasurer, respectively, of the Company.



My Commission Expires:
August 8, 2021
Commission #: 01013257

Kathleen E. Carlin
Notary Public

GRANITE RE, INC. Certificate

THE UNDERSIGNED, being the duly elected and acting Secretary/Treasurer of Granite Re, Inc., an Oklahoma Corporation, HEREBY CERTIFIES that the following resolution is a true and correct excerpt from the July 15, 1987, minutes of the meeting of the Board of Directors of Granite Re, Inc. and that said Power of Attorney has not been revoked and is now in full force and effect.

"RESOLVED) that the President, any Vice President, the Secretary, and any Assistant Vice President shall each have authority to appoint individuals as attorneys-in-fact or under other appropriate titles with authority to execute on behalf of the company fidelity and surety bonds and other documents of similar character issued by the Company in the course of its business. On any instrument making or evidencing such appointment, the signatures may be affixed by facsimile. On any instrument conferring such authority or on any bond or undertaking of the Company, the seal, or a facsimile thereof, may be impressed or affixed or in any other manner reproduced; provided, however, that the seal shall not be necessary to the validity of any such instrument or undertaking."

IN WITNESS WHEREOF, the undersigned has subscribed this Certificate and affixed the corporate seal of the Corporation this

14th day of May, 2019



Kyle P. McDonald, Secretary/Treasurer

May – 2019

19

BROWN COUNTY
GREEN BAY AUSTIN STRAUBEL INT'L AIRPORT

Departmental Openings Summary
To: Planning, Development & Transportation Committee
From: Airport

5/21/2019

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Unfilled Reason
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No Vacancies

19-046

BUDGET ADJUSTMENT REQUEST

CategoryApproval Level

- ☐ 1 Reallocation from one account to another in the same level of appropriation Dept Head
- ☐ 2 Reallocation due to a technical correction that could include:
 • Reallocation to another account strictly for tracking or accounting purposes
 • Allocation of budgeted prior year grant not completed in the prior year Director of Admin
- ☐ 3 Any change in any item within the Outlay account which does not require the reallocation of funds from another level of appropriation County Exec
- ☐ 4 Any change in appropriation from an official action taken by the County Board (i.e., resolution, ordinance change, etc.) County Exec
- ☐ 5 a) Reallocation of up to 10% of the originally appropriated funds between any levels of appropriation (based on lesser of originally appropriated amounts). Admin Comm
- ☐ 5 b) Reallocation of more than 10% of the funds originally appropriated between any of the levels of appropriation. Oversight Comm
2/3 County Board
- ☒ 6 Reallocation between two or more departments, regardless of amount Oversight Comm
2/3 County Board
- ☐ 7 Any increase in expenses with an offsetting increase in revenue Oversight Comm
2/3 County Board
- ☐ 8 Any allocation from a department's fund balance Oversight Comm
2/3 County Board
- 9 Any allocation from the County's General Fund (*requires separate Resolution*)
After County Board approval of the resolution, a Category 4 budget adjustment must be prepared. Oversight Comm
Admin Committee
2/3 County Board

Justification for Budget Change:

This budget adjustment is to allocate sales tax proceeds collected earlier than expected to emergency Highway capital projects CTH XX and CTH ZZ due to flood damage. These projects are already included on the County's five year plan.

Fiscal Impact*: \$2,000,000

*Enter \$0 if reclassifying previously budgeted funds. Enter actual dollar amount if new revenue or expense.

Increase	Decrease	Account #	Account Title	Amount
<input checked="" type="checkbox"/>	<input type="checkbox"/>	440.044.9002	Hwy Projects Transfer In	\$2,000,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	440.044.6182.200	Hwy Projects Construction	\$2,000,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	499.090.9003	Sales Tax Transfer Out	\$2,000,000
<input type="checkbox"/>	<input checked="" type="checkbox"/>	499.3300.700	Sales Tax Fund Balance	\$2,000,000
<input type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input type="checkbox"/>			

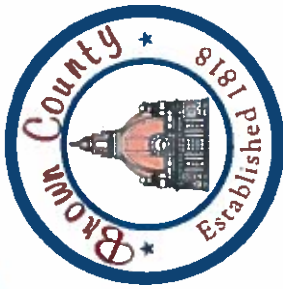
ep 5/2/19

AUTHORIZATIONS

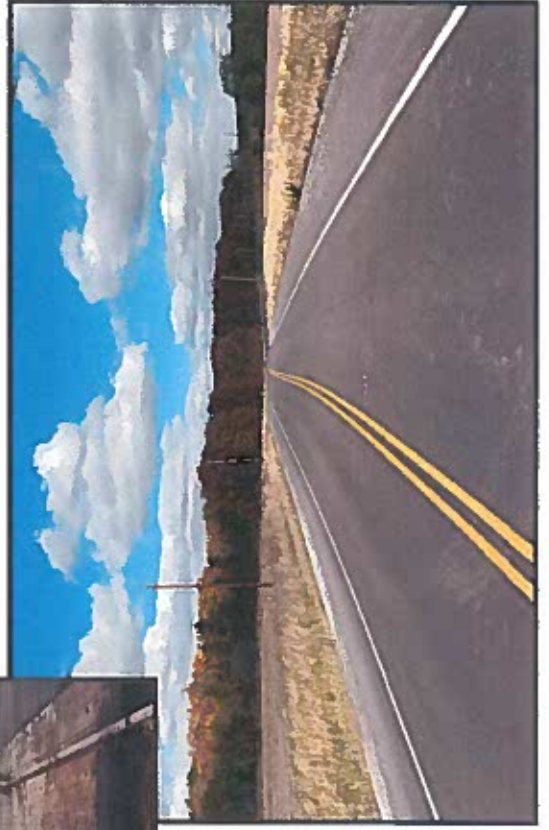
Signature of Department Head: Paul Turner
 Department: Public Worker
 Date: 5/2/19

Signature of DOA or Executive: [Signature]
 Date: 5/2/19

Revised 12/3/18



2020-2025 HIGHWAY CAPITAL IMPROVEMENT PLAN



June 3, 2019

6-Year CIP Summary 2020 - 2025
Highway & Bridge Improvement Projects

CALENDAR YEAR 2020

COUNTY HIGHWAY	PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX NEEDED	LEVY NEEDED
CTH R	R-14 Devils River Trail to CTH KB Village of Denmark	0.82	Recondition, 2-Lane Rural, Crack & Seal with Asphalt	277,000	-	-	277,000	-	277,000	-
CTH T	T-34 SH 54 to Caledonia Dr Town of Scott & Green Bay	2.88	Recondition, 2-Lane Rural, Asphalt	800,000	-	-	800,000	-	800,000	-
CTH V	V-22 CTH O to Debra Ln Village of Bellevue	4.98	Recondition, 4-Lane Urban, Asphalt	1,813,000	-	-	1,813,000	-	1,813,000	-
CTH XX	XX-19 CTH O to RR Tracks Village of Bellevue	3.52	Recondition, 4-Lane Urban, Asphalt	1,143,000	-	-	1,143,000	-	1,143,000	-
CTH EA	EA-10 Railroad Crossing Approaches City of Green Bay	0.10	Reconstruction, 4-Lane Urban, Asphalt	85,000	-	-	85,000	-	-	85,000
CTH HH	HH-10 Holmgren Way to Ashland Avenue Village of Ashwaubenon	1.23	Reconstruction, 4-Lane Urban, Concrete	1,948,000	STBG 928,000	Ashwaubenon 510,000	510,000	-	510,000	-
CTH J	J-25 Bridge Over Suamico River Village of Suamico	0.14	Bridge Replacement	930,000	LBP 605,000	-	325,000	-	325,000	-
CTH R	R-12 Bridge Over Devils River Trail Village of Denmark	0.12	Bridge Replacement	1,305,000	LBP 593,000	-	722,000	-	722,000	-
CTH R	R-13 Bridge Over S. Wall St Village of Denmark	0.19	Bridge Replacement	1,103,000	LBP 657,000	-	446,000	-	446,000	-
CTH V	V-20 Bridge Over Bower Creek Village of Bellevue	0.08	Bridge Replacement	732,000	LBP 593,600	-	146,400	-	146,400	-
CTH X	X-32 Zion Rd to CTH G Town of Glenmore	0.04	Culvert Replacement Rural, Asphalt	210,000	-	-	210,000	-	210,000	-
DBDC-1	Denmark Business Development Corridor Village of Denmark	-	Reconstruction, 2-Lane Urban, Asphalt	1,500,000	-	Denmark 1,500,000	-	-	-	-
FRP- 3	FRP Corridor Project City of Green Bay	-	Waterline and Fiber Infrastructure Construction	800,000	-	-	800,000	-	800,000	-
	Highway Safety Plan Implementation Various Locations	-	Highway Safety Improvements	50,000	-	-	50,000	GTA 50,000	-	-

(Continued on next page)

Key:

	Surface Maintenance
	Recondition Project
	Reconstruction
	Maintenance Project
	Preliminary Costs
	Scheduled But Not Funded

Profile mill 2-inches of existing asphalt and pave one (1) new 2.5-inch asphalt mat.
Mill 4-inches of existing asphalt, repair poor subgrade areas, and pave one (1) new 2.5-inch asphalt binder mat and (1) new 2-inch asphalt surface mat.
Remove existing pavement and/or stone base, culvert and/or bridge replacement, and place new asphalt or concrete.
Concrete Pavement Repair (CPR), crack filling asphalt roads, safety improvements, or traffic signals.
Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.
Federal/State aid applied for but not secured yet.

6-Year CIP Summary 2020 - 2025
Highway & Bridge Improvement Projects

CALENDAR YEAR 2020
(Continued)

COUNTY HIGHWAY	PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX NEEDED	LEVY NEEDED
CTH KB	Bohemia Drive to 700' West of CTH R Village of Denmark	-	Funding Reimbursement	854,000			854,000	-	-	854,000
Prelim CTH W	STH 29/CTH VV Interchange Village of Hobart & Village of Howard	-	Engineering & Survey 2021-2022 Construction			Hobart 499,128 Howard 499,128				
CTH ZZ	Clay St. to 800' South of Meadowlark Rd Town of Wightstown	-	Funding Allocation 2021 Construction	4,284,200	3,041,782	499,128	244,162	-	244,162	-
	Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		1,867,168	-	-	1,867,168	-	1,797,115	70,053
	Asphalt Paving Lane Miles:	13.57	---	358,000	-	-	358,000	-	-	358,000
Total Lane Miles:	14.08			\$ 20,059,368	\$ 6,400,382	\$ 3,008,256	\$ 10,650,730	\$ 50,000	\$ 9,233,677	\$ 1,367,053

Key:



Surface Maintenance
Reconstruction Project
Reconstruction
Maintenance Project
Preliminary Costs
Scheduled But Not Funded

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Engineering, right-of-way permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.
Federal/State aid applied for but not secured yet.

6-Year CIP Summary 2020 - 2025
Highway & Bridge Improvement Projects

CALENDAR YEAR 2021

COUNTY HIGHWAY	PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX NEEDED	LEVY NEEDED
CTH IV	IV-2 CTH P to BK Line Road Town of Humboldt	2.04	Surface Maintenance, 2-Lane Rural, Asphalt	280,000	-	-	280,000	-	280,000	-
CTH J	J-26 CTH C to CTH B Village of Howard	2.76	Reconstruction, 4 Lane Urban, Asphalt	1,000,000	-	-	1,000,000	-	1,000,000	-
CTH O	O-14 East River Drive to CTH V Village of Bellevue	4.00	Reconstruction, 2-Lane Urban, Asphalt	1,800,000	-	-	1,800,000	-	1,800,000	-
CTH HH	HH-11 CTH AAA to Holmgren Way Village of Ashwaubenon	0.48	Reconstruction, 3-Lane Urban, Asphalt	776,000	-	Ashwaubenon 388,000	388,000	-	388,000	-
CTH M	M-19 Bridge Over Suamico River Village of Suamico	0.10	Bridge Replacement	857,824	LBP 535,384	Suamico -	322,460	-	322,460	-
CTH Z	Z-28 Fairview Rd to CTH NN Town of Morrison	0.04	Box Culvert Replacement Rural, Asphalt	200,000	-	-	200,000	-	200,000	-
CTH ZZ	ZZ-12 Clay St. to 800' South of Meadowmark Rd Town of Wightstown	1.75	Reconstruction, 2-Lane Rural, Asphalt	7,015,000	STP-Rural 2,417,000	Wightstown 123,000	4,475,000	1,867,168	2,317,779	280,053
CTH W	W-3 STH 28/CTH VV Interchange Village of Hobart & Village of Howard	0.62	New Construction, 2-Lane Urban, Asphalt and Broadband Installation	11,521,975	8,180,802	Hobart 1,342,360 Howard -	658,853	-	658,853	-
FRP- 3	FRP Corridor Project City of Green Bay	-	Waterline and Fiber Infrastructure Construction	700,000	-	-	700,000	-	700,000	-
DBDC-2	Denmark Business Development Corridor Village of Denmark	-	Reconstruction, 2-Lane Urban, Asphalt	1,500,000	-	Denmark 1,500,000	-	-	-	-
	Highway Safety Plan Implementation Various Locations	-	Highway Safety Improvements	50,000	-	-	50,000	GTA 50,000	-	-
Prelim CTH M	M-21 Belmont Road to CTH HS Village of Howard/Village of Suamico	-	Engineering & Survey 2024 Construction	-	-	Howard 110,000 Suamico -	-	-	-	-
Prelim CTH M	M-22 CTH HS to W. Deerfield Avenue Village of Howard/Village of Suamico	-	Engineering & Survey 2025 Construction	440,000	-	110,000	220,000	43,000	-	177,000
CTH T	T-32 CTH KB to North Avenue Village of Denmark	-	Funding Reimbursement	510,000	-	Howard 127,500 Suamico 127,500	255,000	43,000	212,000	-
	Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.) Asphalt Paving Lane Miles:	-	-	450,000	-	-	450,000	-	-	450,000
Total Lane Miles:	11.79	11.69	---	\$ 27,530,799	\$ 11,132,966	\$ 5,170,720	\$ 11,227,113	\$ 2,003,168	\$ 7,856,892	\$ 1,367,053

Key:



Surface Maintenance
Reconstruction Project
Reconstruction
Maintenance Project
Preliminary Costs
Scheduled But Not Funded

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Concrete Pavement Repair (CPR), crack filling asphalt roads, safety improvements, or traffic signals.

Engineering, right-of-way permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.

Federal/State aid applied for but not secured yet.

6-Year CIP Summary 2020 - 2025
Highway & Bridge Improvement Projects

CALENDAR YEAR 2022

COUNTY HIGHWAY	PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX NEEDED	LEVY NEEDED
CTH DDD	DDD- CTH DD to French Road Town of Wrightstown	3.70	Surface Maintenance, 2-Lane Rural, Asphalt	755,000	-	-	755,000	-	755,000	-
CTH ZZ	ZZ-18 High Street to Clay Street Village of Wrightstown	0.34	Surface Maintenance, 2-Lane Urban, Asphalt	183,000	-	-	183,000	-	183,000	-
CTH DD	DD- Quality Ct to Poplar St Village of Wrightstown	1.74	Recondition, 2-Lane Urban, Asphalt	800,000	-	-	800,000	-	800,000	-
CTH GF	GF-1 Sand Acres Dr to S. Ridge Rd Village of Ashwaubenon	1.48	Recondition, 4-Lane Urban, Asphalt	450,000	-	-	450,000	-	450,000	-
CTH W	W- Kings Rd to 1,300' North of V'side Rd Town of Morrison	1.68	Recondition, 2-Lane Urban, Asphalt	550,000	-	-	550,000	-	550,000	-
CTH Z	Z- Outagamie Road to CTH D Town of Holland	2.00	Recondition, 2-Lane Rural, Asphalt	650,000	-	-	650,000	-	650,000	-
CTH W	W-3 STH 28/CTH W Interchange Village of Hobart & Village of Howard	0.62	New Construction, 2-Lane Urban, Asphalt and Broadband Installation	11,521,975	8,180,602	Hobart 1,342,380 Howard 1,342,380	856,653	-	658,653	-
CTH ZZ	ZZ-18 Meadowlark Rd to Partridge Rd Town of Wrightstown	1.04	Reconstruction, 2-Lane Rural, Asphalt	1,230,000	-	Wrightstown	1,230,000	-	1,230,000	-
CTH ZZ	ZZ- Wrightstown Rd to Masse Ct Town of Rockland	2.16	Reconstruction, 2-Lane Rural, Asphalt	1,537,000	-	Rockland	1,537,000	-	889,947	667,053
CTH X	X- STH 172 to Grignon Street Village of Allouez	7.52	CPR - Concrete Pavement Repair Urban, Concrete	1,700,000	-	Allouez	1,700,000	-	1,700,000	-
	Highway Safety Plan Implementation Various Locations	-	Highway Safety Improvements	50,000	-	-	50,000	GTA 50,000	-	-
Prelim CTH M	M-21 Belmont Road to CTH HS Village of Howard/Village of Suamico	-	Right of Way Acquisition 2024 Construction	-	-	Howard 400,000 Suamico 400,000	800,000	-	-	-
CTH T	T-32 CTH KB to North Avenue Village of Denmark	-	Funding Reimbursement	1,800,000	-	-	-	-	-	-
	Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-	-	450,000	-	-	450,000	-	-	450,000
Total Lane Miles:	22.28 Asphalt Paving Lane Miles:	14.76	---	\$ 21,726,975	\$ 8,180,602	\$ 3,484,720	\$ 10,061,653	\$ 50,000	\$ 8,644,600	\$ 1,367,053

Key:



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6-Year CIP Summary 2020 - 2025
Highway & Bridge Improvement Projects

CALENDAR YEAR 2023

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX NEEDED	LEVY NEEDED
CTH J	J-23	CTH M to Harbor Lights Rd Village of Suamico	3.76	Surface Maintenance, 2-Lane Rural, Asphalt	750,000	-	-	750,000	-	750,000	-
CTH W	W-	1,300' N. of Wayside Rd to CTH Z (Park Rd) Town of Morrison	4.28	Surface Maintenance, 2-Lane Rural, Asphalt	1,037,900	-	-	1,037,900	-	513,847	524,053
CTH CE	CE-	Outagamie Rd to Gerrits Rd Town of Holland	0.98	Surface Maintenance, 2-Lane Rural, Asphalt	343,000	-	-	343,000	-	-	343,000
CTH EB	EB-36	CTH F to CTH EE Town of Lawrence	2.20	Recondition, 2-Lane Rural, Asphalt	770,000	-	-	770,000	-	770,000	-
CTH T	T-	STH 29 to Town Line Rd Town of Eaton	4.06	Recondition, 2-Lane Rural, Asphalt	1,320,000	-	-	1,320,000	-	1,320,000	-
CTH V	V-	CTH T to CTH IV Town of Humboldt	3.90	Recondition, 2-Lane Rural, Asphalt	1,267,500	-	-	1,267,500	-	1,267,500	-
CTH C	C-21	CTH FF to Greenfield Ave Village of Howard	1.50	Reconstruct, 2-Lane Urban, Asphalt	3,592,000	2,872,000	Howard 360,000	360,000	-	360,000	-
CTH W	WV-	Milwood Ct to CTH C Village of Howard/Town of Pittsfield	1.44	Reconstruct, 2-Lane Urban, Asphalt	-	-	Howard 150,000 Pittsfield 150,000	-	-	-	-
CTH HS	HS-11	Roundabout at White Pine Village of Suamico	0.25	Reconstruct, Roundabout Urban, Asphalt	3,000,000	2,400,000	Suamico 625,000	300,000	-	300,000	-
CTH Z	Z-	Bridge Over Branch River Town of Morrison	0.18	Bridge Replacement	1,250,000	-	-	625,000	-	825,000	-
CTH F	F-	Lawrence Drive to American Boulevard City of DePere	1.04	CPR - Concrete Pavement Repair Urban, Concrete	315,000	-	-	315,000	-	315,000	-
CTH XX	XX-16	Bridge over East River Village of Allouez/Village of Bellevue	-	Bridge Maintenance	312,000	-	DePere -	312,000	-	312,000	-
		Highway Safety Plan Implementation Various Locations	-	Highway Safety Improvements	250,000	-	-	250,000	-	-	250,000
			-		50,000	-	-	50,000	GTA 50,000	-	-

(Continued on next page)

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	Recondition Project
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	Preliminary Costs
	Scheduled But Not Funded

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Federal/State aid applied for but not secured yet.

6-Year CIP Summary 2020 - 2025
Highway & Bridge Improvement Projects

CALENDAR YEAR 2023
(Continued)

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX NEEDED	LEVY NEEDED
Prelim CTH M	M-21	Belmont Road to CTH HS Village of Howard/Village of Suamico	-	Funding Allocation 2024 Construction	1,420,800	-	Howard - Suamico -	1,420,800	-	1,420,800	-
Prelim CTH M	M-22	CTH HS to W. Deerfield Avenue Village of Howard/Village of Suamico	-	Right of Way Acquisition 2025 Construction	1,000,000	-	Howard 250,000 Suamico 250,000	500,000	-	500,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		250,000	-	-	250,000	-	-	250,000
Total Lane Miles:	23.59	Asphalt Paving Lane Miles:	22.37	—	\$ 16,928,000	\$ 5,272,000	\$ 1,785,000	\$ 9,871,000	\$ 50,000	\$ 8,453,947	\$ 1,367,053

Key:



Surface Maintenance
Recondition Project
Reconstruction
Maintenance Project
Preliminary Costs
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Federal/State aid applied for but not secured yet.

**6-Year CIP Summary 2020 - 2025
Highway & Bridge Improvement Projects**

CALENDAR YEAR 2024

COUNTY HIGHWAY	PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	BOND NEEDED	LEVY NEEDED
CTH PP	PP- Man- Cal Road to STH 98 Town of Wrightstown & Holland	10.20	Surface Maintenance, 2-Lane Rural, Asphalt	2,014,500	-	-	2,014,500	-	2,014,500	-
CTH GE	GE-10 STH 172 to STH 54 Village of Hobart	1.48	Recondition, 2-Lane Rural, Asphalt	481,000	-	-	481,000	-	481,000	-
CTH PP	PP- STH 96 to School Road Town of Wrightstown	4.00	Recondition, 2-Lane Rural, Asphalt	1,300,000	-	-	1,300,000	-	1,300,000	-
CTH CV	CV- CTH 2 (Park Rd) to STH 96 Town of Morriston	5.22	Recondition, 2-Lane Rural, Asphalt	1,696,500	-	-	1,696,500	-	1,696,500	-
CTH M	M-21 Belmont Road to CTH HS Village of Howard/Village of Suamico	4.65	Reconstruction, 5-Lane Urban, Asphalt	6,600,000	-	Howard 1,650,000 Suamico 1,650,000	3,300,000	1,420,600	812,347	1,067,053
	Highway Safety Plan Implementation Various Locations	-	Highway Safety Improvements	50,000	-	-	50,000	-	-	50,000
Prelim CTH M	M-22 CTH HS to W. Deerfield Avenue Village of Howard/Village of Suamico	-	Funding Allocation 2025 Construction	1,625,600	-	Howard Suamico	1,625,600	-	1,625,600	-
	Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		250,000	-	-	250,000	-	-	250,000
Total Lane Miles:	25.55	25.55	---	\$ 14,017,600	\$ -	\$ 3,300,000	\$ 10,717,600	\$ 1,420,600	\$ 7,929,947	\$ 1,367,053

Key:



Surface Maintenance
 Recondition Project
 Reconstruction
 Maintenance Project
 Preliminary Costs
 Scheduled But Not Funded

Profile mill 2-inches of existing asphalt and pave one (1) new 2.5-inch asphalt mat.
 Mill 4-inches of existing asphalt, repair poor subgrade areas, and pave one (1) new 2.5-inch asphalt binder mat and (1) new 2-inch asphalt surface mat.
 Remove existing pavement and/or stone base, culvert and/or bridge replacement, and place new asphalt or concrete.
 Concrete Pavement Repair (CPR), crack filling asphalt roads, safety improvements, or traffic signals.
 Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconstruction, or reconstruction project.
 Federal/State aid applied for but not secured yet.

6-Year CIP Summary 2020 - 2025
Highway & Bridge Improvement Projects

CALENDAR YEAR 2025

COUNTY HIGHWAY	PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	BOND NEEDED	LEVY NEEDED
CTH JJ	CTH V to Hazen Road Village of Bellevue	1.82	Surface Maintenance, 2-Lane Urban, Asphalt	494,000	-	-	494,000	-	494,000	-
CTH NN	Pine Grove Road to CTH R Town of Ledgeview	1.50	Recondition, 2-Lane Rural, Asphalt	520,000	-	-	520,000	-	520,000	-
CTH P	STH 54 to CTH K Town of Green Bay	6.00	Recondition, 2-Lane Rural, Asphalt	1,950,000	-	-	1,950,000	-	1,950,000	-
CTH W	Blake Rd. to CTH PP Town of Rockland	4.28	Recondition, 2-Lane Rural, Asphalt	1,500,000	-	-	1,500,000	-	1,500,000	-
CTH A	CTH I to Van Laanen Rd City of Green Bay	-	Drainage Improvements	600,000	-	-	600,000	-	600,000	-
CTH M	CTH HS to W. Deerfield Avenue Village of Howard/Village of Suamico	5.52	Reconstruction, 5-Lane Urban & Rural, Asphalt	-	-	Howard 2,340,000 Suamico 2,340,000	-	-	-	-
CTH X	Rosemont Drive to STH 172 Village of Allouez	1.88	CPR - Concrete Pavement Repair Urban, Concrete	9,360,000	-	-	4,680,000	1,825,800	1,937,347	1,117,053
	Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-	-	250,000	-	-	250,000	-	-	250,000
Total Lane Miles:	21.10	19.22	---	\$ 15,224,000	\$ -	\$ 4,680,000	\$ 10,544,000	\$ 1,625,600	\$ 7,551,347	\$ 1,367,053

6-Year CIP Summary 2020 - 2025
Highway & Bridge Improvement Projects

Future Projects

COUNTY HIGHWAY	PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	BOND NEEDED	LEVY NEEDED
CTH C	Greenfield Ave to Glendale Ave Village of Howard	3.68	Reconstruct, 2-Lane Urban, Asphalt	5,460,000	-	Howard 2,730,000	2,730,000	-	2,730,000	-
Southern Arterial 2025 - 2031	CTH F to CTH X	-	New Construction, 5-Lane Urban, Asphalt	TBD	Funding Sources And Cost Allocation TBD	Funding Sources And Cost Allocation TBD	Funding Sources And Cost Allocation TBD	TBD	TBD	TBD

Key:



Surface Maintenance
Recondition Project
Reconstruction
Maintenance Project
Preliminary Costs
Scheduled But Not Funded

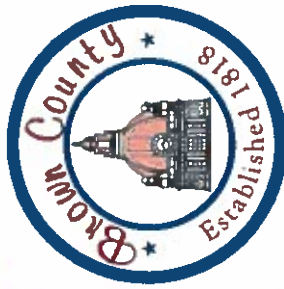
Profile mill 2-inches of existing asphalt and pave one (1) new 2.5-inch asphalt mat.

Mill 4-inches of existing asphalt, repair poor subgrade areas, and pave one (1) new 2.5-inch asphalt binder mat and (1) new 2-inch asphalt surface mat.
Remove existing pavement and/or stone base, culvert and/or bridge replacement, and place new asphalt or concrete.

Concrete Pavement Repair (CPR), crack filling asphalt roads, safety improvements, or traffic signals.

Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.

Federal/State aid applied for but not secured yet.



2020-2025 FACILITY CAPITAL IMPROVEMENT PLAN

June 3, 2019



Rendering of the proposed Medical Examiner's Office

Six-Year Facility Capital Improvement Plan

April 29, 2019

COURTHOUSE SQUARE CAMPUS									
Bayview Manor/Our Place Group Home									
	2020	2021	2022	2023	2024	2025	Future	Note: Held for future discussions on long-term maintenance of this facility.	
	Estimated Cost	Estimated Cost	Estimated Cost	Estimated Cost	Estimated Cost	Estimated Cost	Projects Costs		
Brown County Courthouse									
Concrete driveway ramp replacement		\$50,000							
Plaza deck tile paver shoe and roof replacements		\$50,000							\$300,000
Carpet replacement			\$80,000						
Annex exterior cleaning									
Chiller replacement	\$360,000								
Retaining wall at lower level entrance					\$50,000				
Building control upgrades			\$200,000						
Law Enforcement Center (LEC)									
Clean and seal stone parapet wall and shelf			\$30,000						
Replace (six) air handling units					\$350,000				
Replace carpeting			\$50,000						
Building control upgrades			\$100,000						
Neville Public Museum									
Steam boiler replacement					\$65,000				
Emergency generator replacement				\$80,000					
Carpet replacement			\$20,000						
Ceiling tile replacement			\$30,000						
Parking Lot Resurfacing				\$180,000					
Building control upgrades						\$300,000			
Northern Building									
Ceiling tile replacement			\$40,000						
Fifth floor carpeting			\$30,000						
Building control upgrades		\$150,000							
Sophie Beaumont									
Lower roof replacement		\$140,000							
Window seals replacement		\$25,000							
Restroom countertops replacement (x10)									
Carpet replacements			\$145,000						
Chiller replacement		\$150,000							
Building control upgrades		\$150,000							
Work Release Center (WRC)									
Air handling units equipment replacement			\$250,000						
Exterior paint & EFIS repair			\$75,000						
Sidewalk & handrail repairs/replacement			\$15,000						
Courthouse Square Campus Sub-total	\$360,000	\$715,000	\$1,065,000	\$260,000	\$465,000	\$300,000			\$300,000

Six-Year Facility Capital Improvement Plan													
April 29, 2019													
SOUTHEAST FACILITIES													
Sheriff's Office													
Exterior paint renewal													
Parking lot maintenance													
Carpet replacement													
HVAC Equipment replacement													
Southeast Facilities Sub-total													
BAYVIEW CAMPUS													
Brown County Jail/911 Comm Center													
Carpet & flooring replacements													
Chiller replacement & Cooling Tower													
Heating boilers replacement													
Building control upgrades (part of Jail Expansion project)													
Building control upgrades													
Community Treatment Center (CTC)													
Note: These costs are passed on to the H&HS Department so they are not reflected here.													
Shelter Care													
Boiler replacement													
Concrete flatwork													
Bayview Campus Sub-total													
Highway Facilities													
Greenleaf Satellite Shop Fuel System													
Langes Corners Satellite Shop Fuel System													
Highway Facilities Sub-total													
GRAND TOTAL for PUBLIC WORKS FACILITIES													

PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE
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PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

TO: PD&T Committee

FROM: Paul Fontecchio, P.E.

DATE: June 3, 2019

RE: Summary of Operations

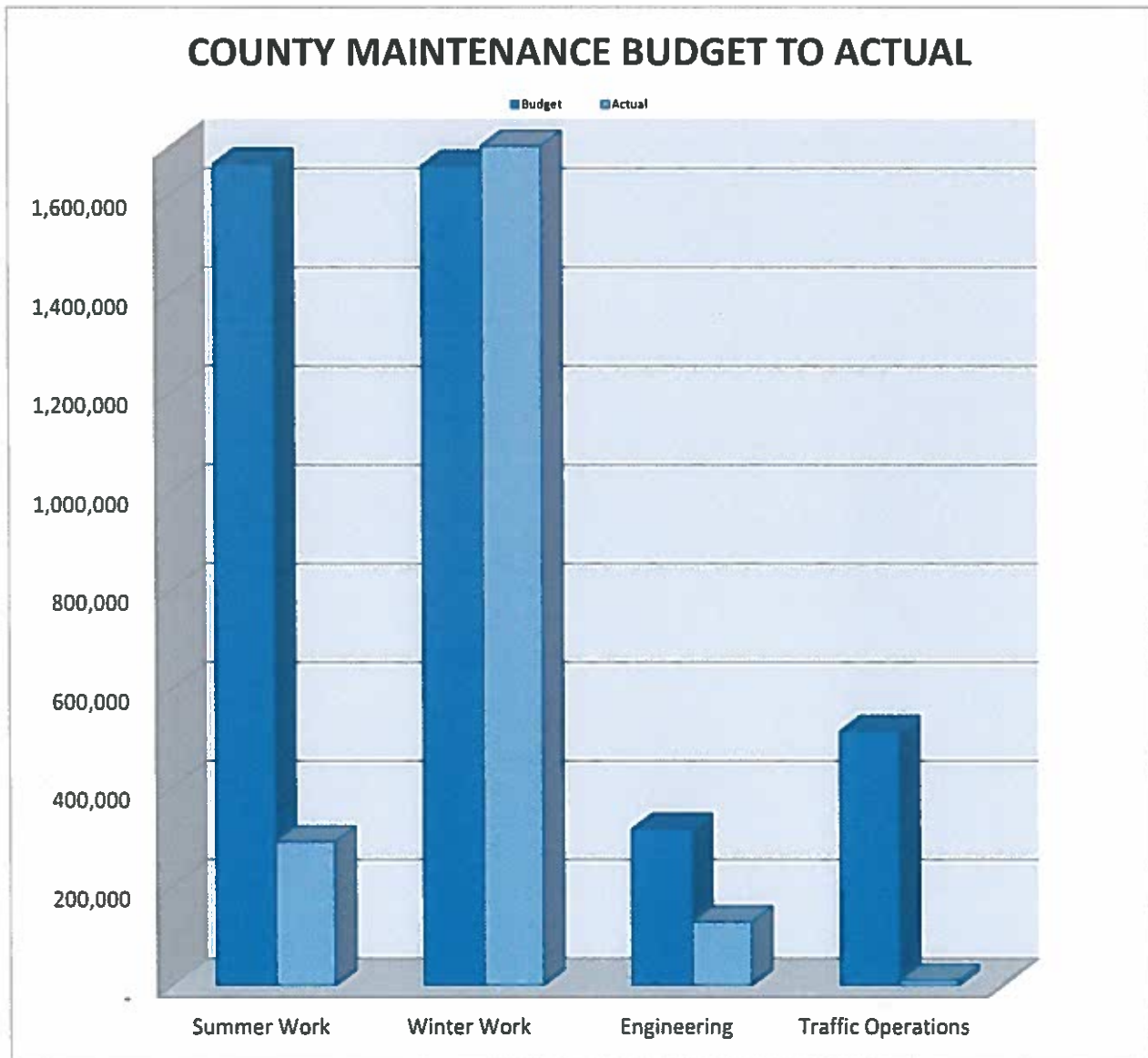
The Public Works Department is performing at a significantly higher than normal budget rate through the month of April. The end of April represents 33.3% of the year. Here is a summary of our operations:

(240) County Maintenance	66.61%
(660) State Maintenance	53.42%
(660) Other Work (Interdepartmental, Municipal, etc.)	62.34%
(400) Capital Projects	9.15%
Facilities	31.60%

Please see the attached charts for more details.

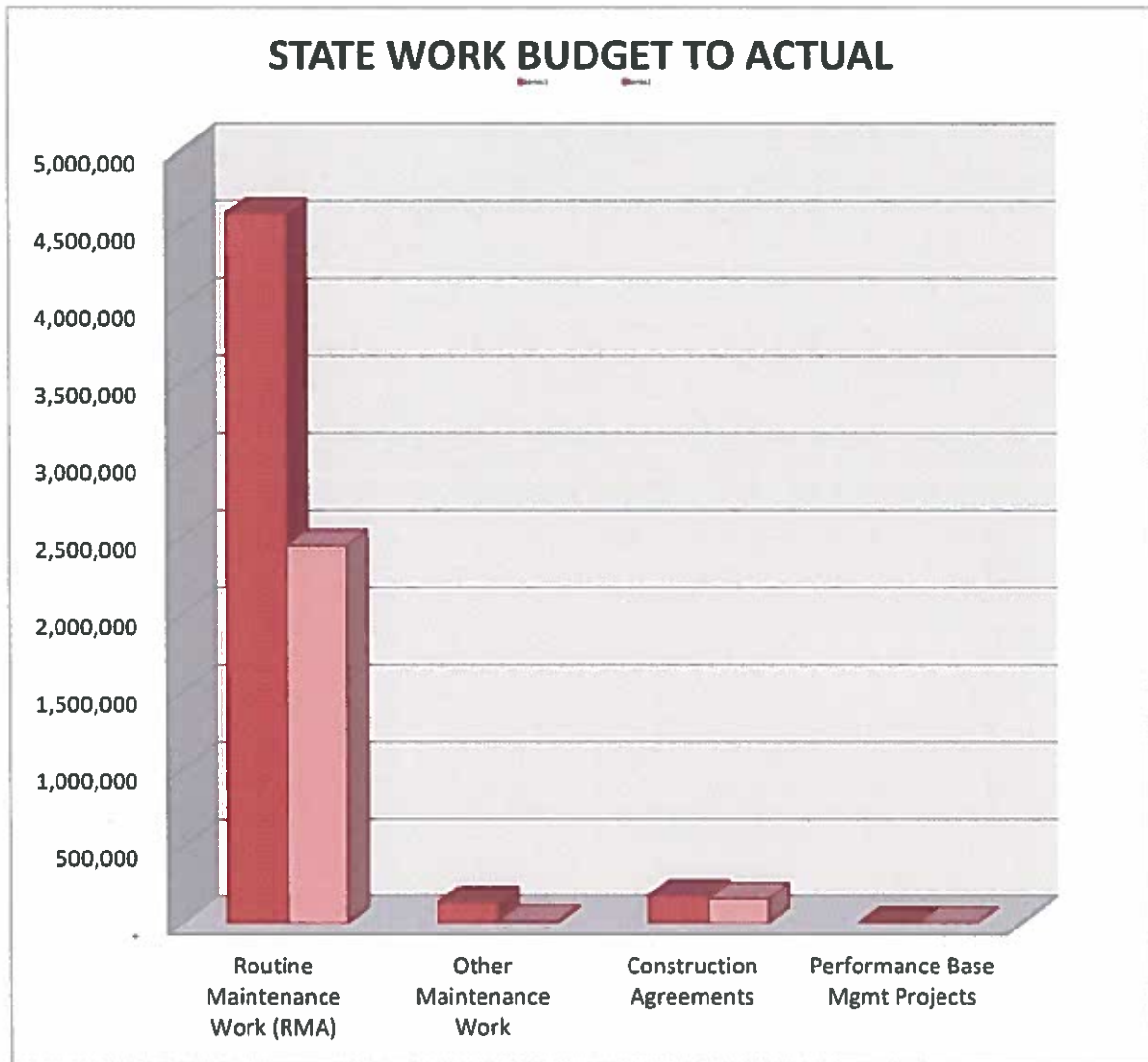
**BROWN COUNTY PUBLIC WORKS
COUNTY MAINTENANCE BUDGET TO ACTUAL-FUND 240
As Of 4/30/19**

	Budget	Actual	Remaining	Percentage Used
Summer Work	1,663,949	290,648	1,373,301	17.47%
Winter Work	1,659,750	2,341,417	(681,667)	141.07%
Engineering	316,225	128,307	187,918	40.57%
Traffic Operations	514,306	10,529	503,777	2.05%
County Incidents	30,000	16,215	13,785	54.05%
Total	4,184,230	2,787,116	1,397,114	66.61%



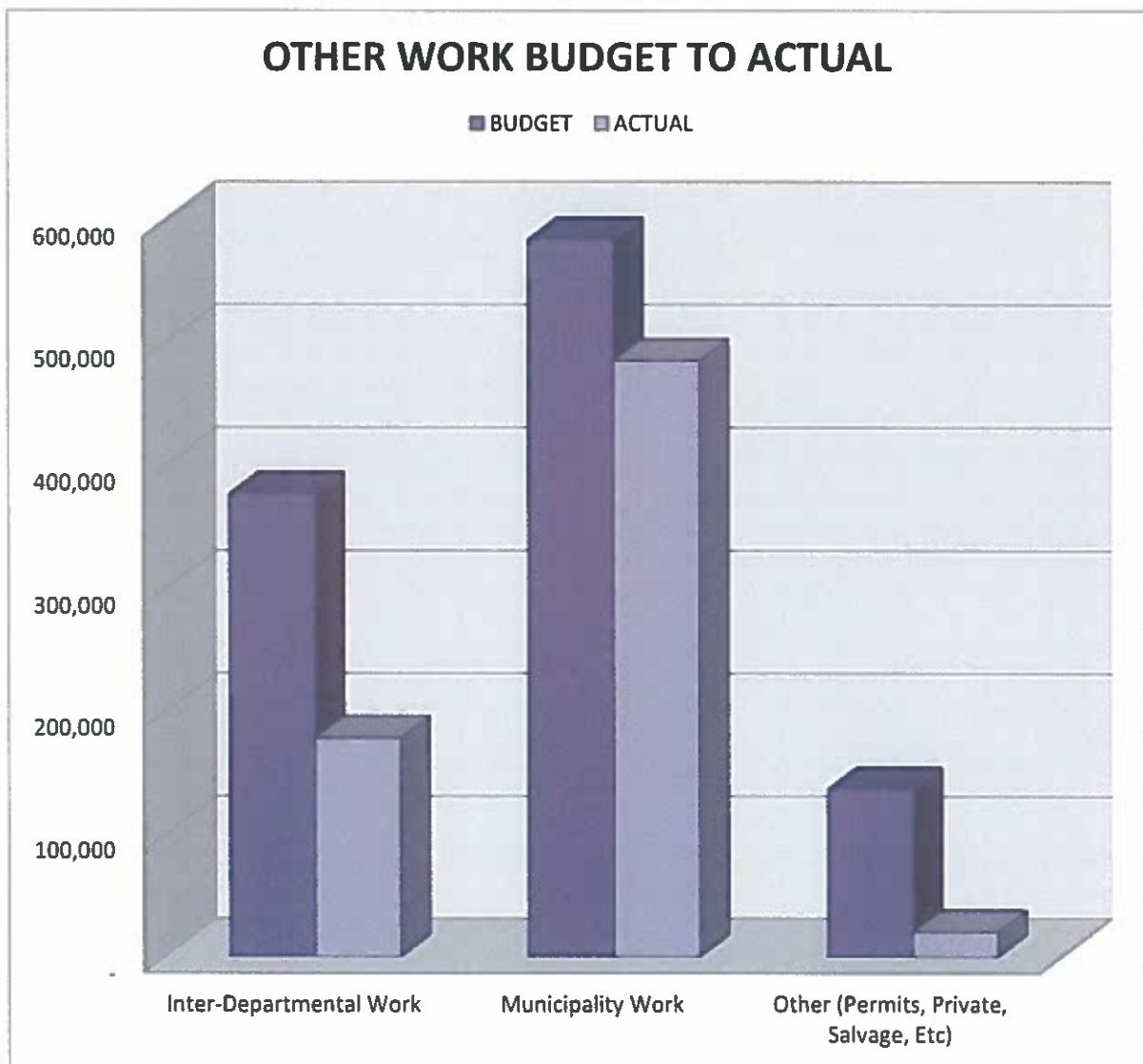
**BROWN COUNTY PUBLIC WORKS-HIGHWAY
STATE WORK BUDGET TO ACTUAL
As Of 4/30/2019**

	Budget	Actual	Remaining	Percentage Used
Routine Maintenance Work (RMA)	4,593,000	2,449,067	2,143,933	53.32%
Other Maintenance Work	134,444	13,140	121,304	9.77%
Construction Agreements	178,099	158,238	19,860	88.85%
Performance Base Mgmt Projects	-	-	-	#DIV/0!
Total	4,905,543	2,620,445	2,285,098	53.42%



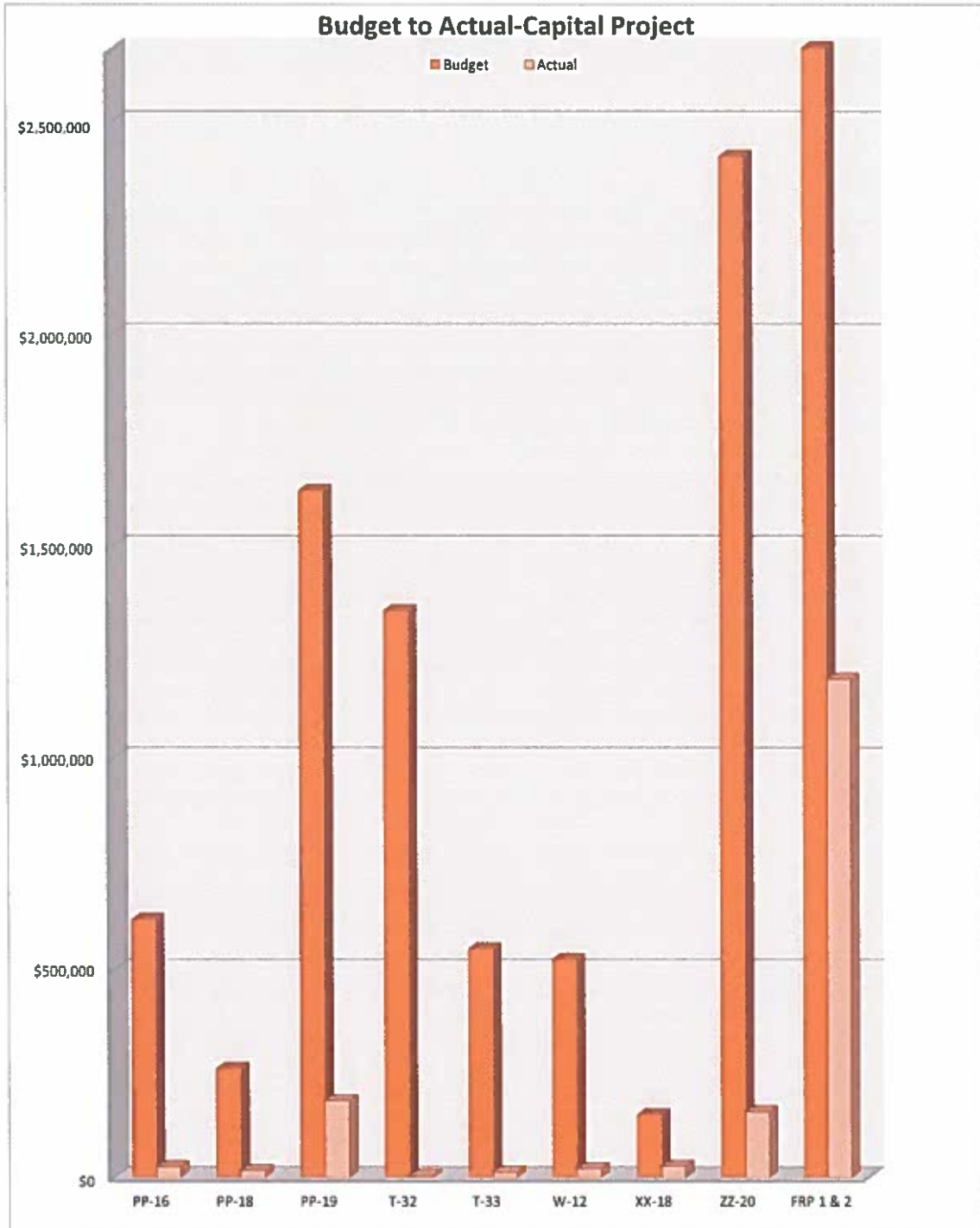
**BROWN COUNTY PUBLIC WORKS-HIGHWAY
OTHER WORK BUDGET TO ACTUAL
As Of 4/30/19**

	Budget	Actual	Remaining	Percentage Used
Inter-Departmental Work	377,466	178,690	198,776	47.34%
Municipality Work	584,300	485,797	98,503	83.14%
Other (Permits, Private, Salvage, Etc)	137,285	20,696	116,589	15.07%
Total	1,099,051	685,182	413,869	62.34%



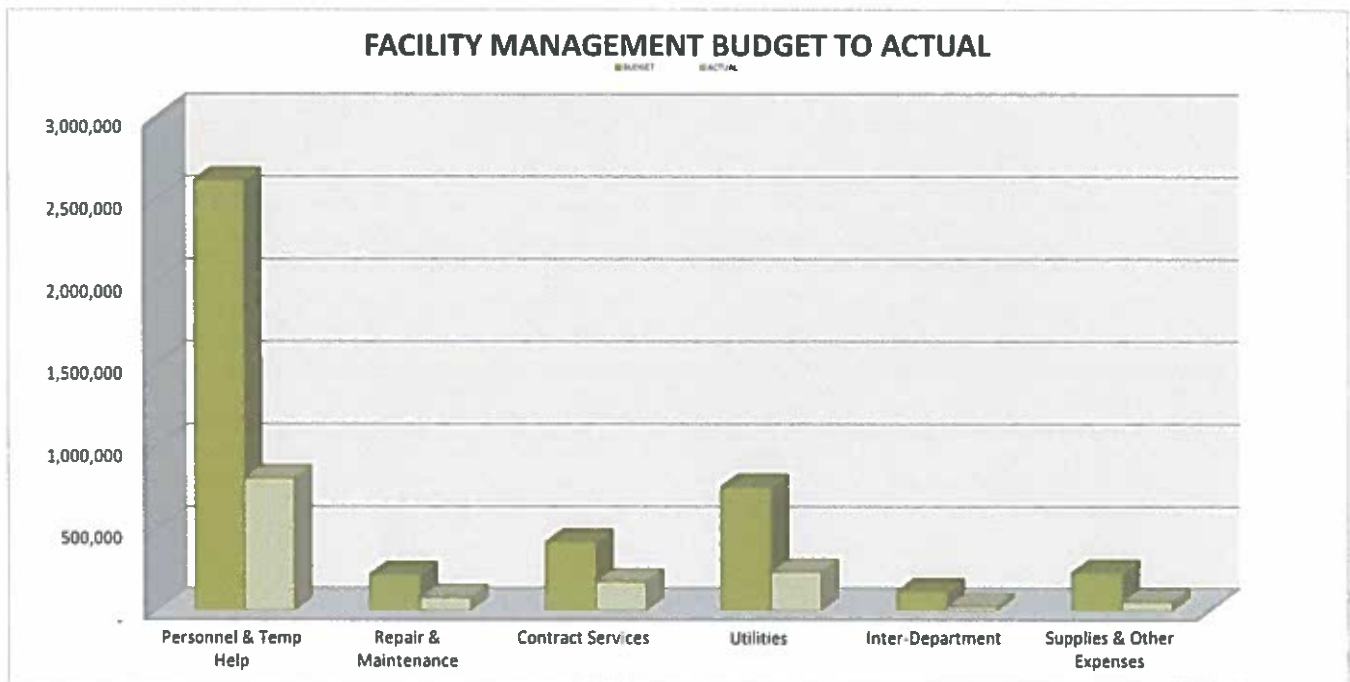
**BROWN COUNTY HIGHWAY DEPARTMENT
CAPITAL PROJECT EXPENSE-BUDGET TO ACTUAL
As Of 4/30/19**

Project	Project Description	% BC Cost	Budget	Actual	Remaining	Percentage
PP-16	School Rd to Shirley Rd	100%	\$618,750	\$26,073	\$592,677	4.21%
PP-18	Shirley Rd to Lasee Rd	100%	\$267,000	\$16,972	\$250,028	6.36%
PP-19	Lasee Rd to Viking Lane	100%	\$1,632,000	\$187,944	\$1,444,056	11.52%
T-32	CTH KB to North Ave (V. Denmark)	22%	\$1,348,000	\$3,784	\$1,344,216	0.28%
T-33	North Ave to Town Hall Rd	100%	\$550,000	\$12,828	\$537,172	2.33%
W-12	Man-Cal Rd to Kings Rd	100%	\$525,000	\$21,535	\$503,465	4.10%
XX-18	East River Bridge to Bellevue Street	100%	\$154,000	\$27,836	\$126,164	18.08%
ZZ-20	Partridge Rd to Wrightstown Rd	100%	\$2,420,000	\$160,644	\$2,259,356	6.64%
FRP 1 & 2	Earthwork & Stormwater Retention Pond	100%	\$10,462,412	\$1,187,108	\$9,275,304	11.35%
Total			\$17,977,162	\$1,644,724	\$16,332,438	9.15%



**BROWN COUNTY PUBLIC WORKS
FACILITY MANAGEMENT BUDGET TO ACTUAL
As Of 4/30/2019**

	Budget	Actual	Remaining	% Used
Personnel & Temp Help	2,613,141	808,838	1,804,303	30.95%
Repair & Maintenance	219,733	77,186	142,547	35.13%
Contract Services	420,392	174,399	245,993	41.48%
Utilities	755,446	237,038	518,408	31.38%
Inter-Department	115,321	24,546	90,775	21.28%
Supplies & Other Expenses	233,121	54,844	178,277	23.53%
Total	4,357,154	1,376,850	2,980,304	31.60%



PUBLIC WORKS DEPARTMENT

Brown County

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EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

TO: PD&T Committee
FROM: Paul Fontecchio, P.E.
DATE: June 3, 2019
RE: Director's Report

PROJECTS:

FRP-1 (Fill to BC Farm): Very little material has come to the BC Farm Site in the past couple months. Dorner will be hauling material there as part of the FRP-2 project through the summer. The site has been too wet to perform finish grading and topsoil placement on the west field. As soon as conditions allow, the topsoil will be placed and the west field will be seeded.

FRP-2 (Storm Sewer & Pond): Pond construction started on May 14th with site preparation activities. The hazardous materials on site will remain on site per the WisDNR approved NEW Water soil management plan. Dorner Inc. is performing the storm sewer construction and started on May 28th with the new lift station. On May 9th Brown County Public Works directly ordered the new lift station pumps at a cost of \$1.1 million which should be arriving around Labor Day.

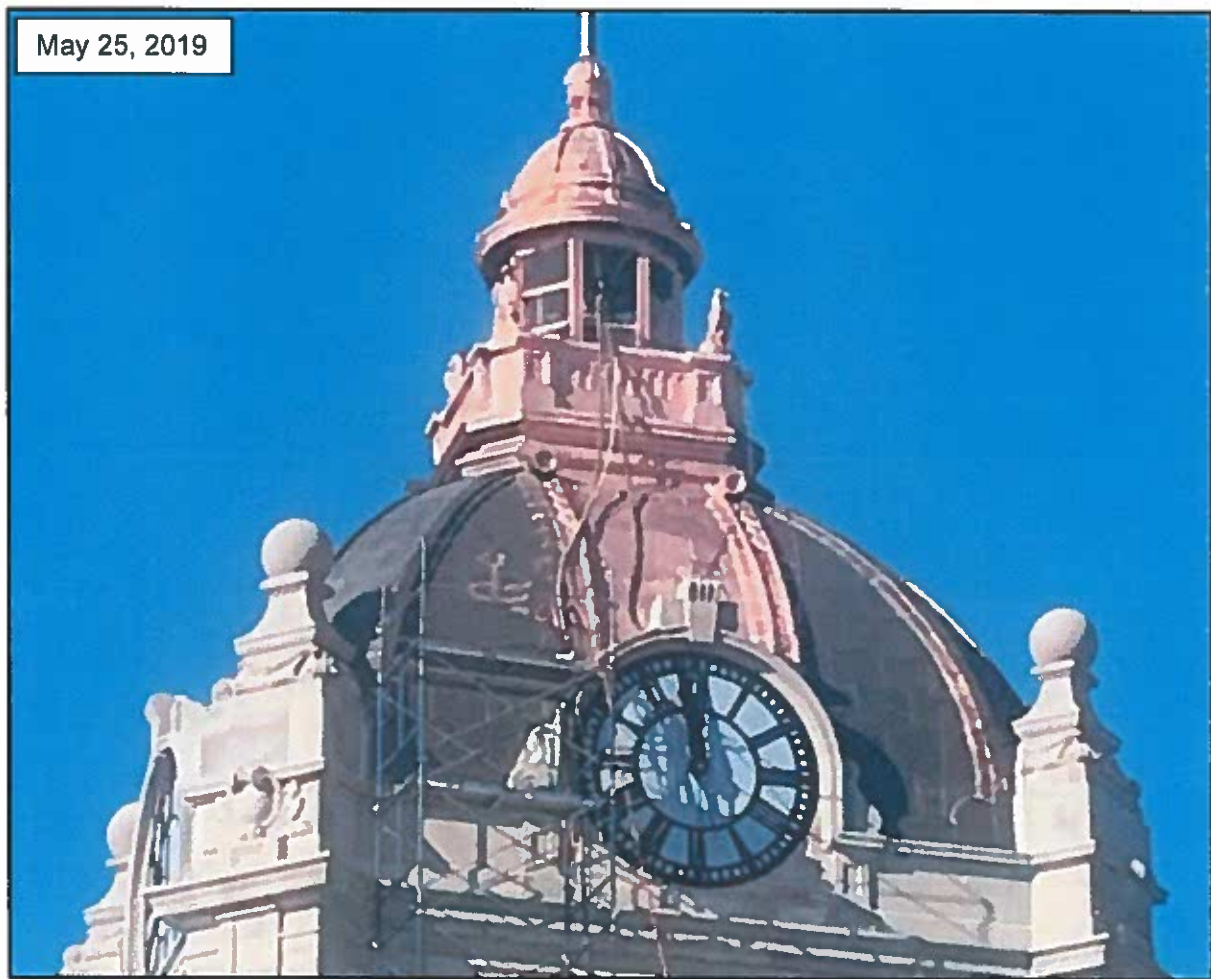


Jail Expansion: The project is on schedule for construction to start in the spring of 2020. On June 5th a final design kick-off meeting will take place to start the final design work.

Medical Examiner Building: The project is on schedule for construction to start in the spring of 2020. On June 5th a final design kick-off meeting will take place to start the final design work.

CTC Expansion: A project feasibility analysis (project scoping) was performed for an approximately 4,000 sf addition to the Brown County Community Treatment Center for the creation of a Crisis Center. The project will include another 1,000 sf of internal renovations and will add parking to the facility. The project is on schedule for construction to start in the spring of 2020 with the Jail and ME building. The total project cost is \$2.258 million.

Courthouse Dome: The contractor (Abrasive Solutions) mobilized onto the site on May 18th for the Courthouse dome cleaning work. The dome will be glass blasted clean and a new protective coating will be applied.



STH 29 & CTH VV Interchange: Numerous design and municipal coordination meetings have taken place over the past few months regarding the proposed interchange. Design work will continue through 2019 into early 2020. Real estate acquisition will start in late 2019 through early 2020. Utility relocation will start in 2020 and the interchange construction will start in 2021 and will finish in 2022. Municipal project agreements have been sent to both the Village of Howard and Hobart for their approval. A public hearing is set for June 5th from 6 pm to 8 pm at NWTC (Entrance #9).

CTH ZZ: On April 30th Brown County Public Works closed CTH ZZ from Mallard Road to Meadowlark Road due to a slope failure along the Fox River.



The 300' long slope failure has continued to slide into the Fox River. As part of the planned CTH ZZ reconstruction project to take place in 2021, the right-of-way has already been acquired along this section of CTH ZZ. The project will cost about \$1,600,000 to construct approximately 1,600' of CTH ZZ, pulling the new roadway away from the river. Public Works crews have begun tree removal, and utilities are relocating their facilities. Brown County Public Works will begin work at this location and the section from Partridge Road to Wrightstown Road in early July. Hopefully, the Fox River will be at a lower level by early July so we can construct the heavy riprap keyway along the river's edge.



CTH Z Fill Site: The 10-acre parcel at the corner of CTH Z and Vanderwettering Road will be filled in with the excess material from both sections of the CTH ZZ projects being reconstructed this summer. Starting in 2012, this site was originally intended to be a wetland mitigation bank site, but ultimately did not work out due to changes in WDNR policy. We now have received approval to fill the site back in and from there we can look at selling the property long-term.

CTH PP: Milling on CTH PP started on May 22nd from School Road to Lasee Road. The section between Shirley Road and Lasee Road will be milled at 2" with 2.5" of asphalt placed. The section between School Road and Shirley Road will have all 4" of asphalt removed, the roadway base will be proof-rolled and soft spots excavated out, and 4.5" of asphalt will be placed. This section of CTH PP is anticipated to be completed around the end of June to early July.

CTH KB Roundabout: The CTH KB roundabout started April 1st with the Village of Denmark's utility construction (sanitary sewer, water, and storm sewer). Jossart Brothers is performing the work under a Village of Denmark contract. Work is anticipated to be completed by the end of July. Brown County will pave the roundabout and Village roadways in mid-July.

CTH T: Village of Denmark utility work started April 8th from CTH KB to North Avenue. Brown County anticipates the contractor being done with the sanitary sewer, water mains, storm sewer, and roadway by the end of August. Degroot Construction is performing the work under a Village of Denmark contract. Brown County will pave the binder layer of asphalt starting at the end of

August – early September. Due to the deep sewer work performed by the Village, Brown County plans to wait for the surface layer until 2020 to account for any trench settling.

CTH B Roundabout: The CTH B roundabout started in April with utility construction at the new roundabout at CTH B and Pelican Drive. Jossart Brothers is performing the work under a Village of Pulaski contract. This project is being paid 100% by the Village of Pulaski. Brown County will pave the roundabout in early to mid- August with a binder layer of asphalt and will pave the surface layer in 2020 per our discussions with the Village.

CTH EA & STH 29: The CTH EA project from STH 29 to Willow Road started May 6th. This project has STP-Urban funding and was let for construction, and is being administered by the State of Wisconsin. RC Excavating is performing the work under the state contract. Brown County will pave the roadway and roundabout in late August – early September. The work is anticipated to be completed by the end of September.

CTH GV: The CTH GV pavement replacement project is scheduled to start after the 4th of July. The project will consist of removing the existing asphalt between Hoffman Road and STH 172 and replacing the pavement with 10-inch concrete. Vinton Construction is the contractor for the work. Traffic will be reduced to one lane in each direction with right-in and right-out only movements for the driveways. Work is anticipated to be completed by mid-September.

CTH F: A slope failure occurred during the March flooding along CTH F, west of I-41 (near the west edge of the Northeast Asphalt quarry). We have had initial conversations with the DNR regarding the permitting required to repair the slope, which will involve slightly relocating an adjacent small stream. Currently, the failure does not pose an immediate danger to the stability of CTH F or the traveling public. We anticipate this work to start later this fall once the proper permitting has been secured. If the failure worsens, then immediate action may need to be taken – Wisconsin DNR concurs with this approach.



CTH F March 15, 2019

CTH W-12 (Man-Cal Road to Kings Road): The project is a surface maintenance project with 2.5" of new asphalt to be placed. The existing 11-foot lanes will be replaced with two 12-foot drive lanes and 3-foot paved shoulders. This project is anticipated to be completed by the end of May.

CTH XX-18 (East River Bridge to Bellevue Street): This project was originally budgeted to be a surface maintenance project (profile milling 2-inches of existing asphalt and paving one new 2.5-inch asphalt mat). After the flooding in March and the damage done to the roadway, the project has been re-scoped to be a reconditioning project (milling 4-inches of existing asphalt, repair poor subgrade areas, and pave 4.5-inches of new asphalt). The existing 11-foot lanes with gravel shoulders will be replaced with 12-foot drive lanes and 5-foot paved shoulders. The project was originally budgeted at \$154,000 and is now estimated at \$609,000 due to the change of scope. This project is anticipated to be completed by June 7th.

PROJECT MILESTONE SCHEDULE:

Attached is our updated Project Milestone Schedule.

SAFETY EDGE:

One of the recommendations of the County Road Safety Plan prepared last year is to install a safety edge along the asphalt edge of roadway. Over the winter, Brown County purchased a new shoe for the paving machine at a cost of \$2,600 to be able to install the safety edge on our county highways moving forward.

The FHWA states (https://safety.fhwa.dot.gov/roadway_dept/pavement/safedge/brochure/):

Quick Facts



Sharp, steep pavement edge drop-offs can contribute to crashes.

- *The Safety Edge can help decrease highway fatalities and serious injuries on our Nation's highways.*
- *Because the Safety Edge provides an additional level of consolidation on the edge, edge raveling is decreased. This contributes to longer pavement life.*
- *The Safety Edge involves minimal time and cost to implement. Typically, less than 1 percent additional asphalt is needed. The Safety Edge shoe, which creates the edge, can be installed on existing equipment.*
- *The Safety Edge also can be installed on Portland Cement concrete pavements.*

- *Best practice is to maintain a flush edge, so that no drop-off exists. The Safety Edge reduces the risk of drop-offs when maintenance forces cannot keep up with erosion or tire wear.*
- *Vertical and near vertical pavement edge dropoffs have been a factor in a substantial percentage of severe crashes in which vehicles leave the road, particularly on rural roads with unpaved shoulders. The Safety Edge reduces this problem, providing a safer transition back to the road.*
- *The Safety Edge is a safer design for motorcyclists and bicyclists, as well as motorists.*



SALT TRUCKING:

The Wisconsin DOT contacted BCPW with an option to pick up salt from the docks for this next winter season utilizing our employees and trucks instead of a private trucking firm through the salt company. The County's price of salt went up to \$72.13 per ton from \$68.05 per ton; however, by picking up the salt with County forces, the price was dropped to \$69.00 per ton for the 2019-2020 winter season.

Net, this will save the County approximately \$17,400 and give us much more control over delivery of salt instead of waiting for the private company to fit us in their schedule. It will also allow us to bill approximately \$18,000 in labor and \$25,000 in equipment charges (\$43,000 total) to the DOT for picking up and delivering the State salt as well.


TWELVE-HOUR DAYS:

Highway Division: Highway incurred 769.25 hours of overtime in April. Most of the overtime was related to winter plowing and de-icing operations. The amounts in excess of 12 hours per day for April are attached.

Facility Management Division: Facilities incurred 244.25 hours of overtime in April. The overtime was related to longer cleaning shifts to cover vacancies due to employees on disability leave. The amounts in excess of 12 hours per day for April are attached.

STAFFING REPORT:

See Attached Table.

May 27, 2019	Job No. / Project	Project Manager	Operations/ Contractor Lead	2019											
				March	April	May	June	July	August	Sept.	Oct.	Nov.			
 <p>Brown County Public Works Project Milestone Schedule</p> <p>Task Key:</p> <ul style="list-style-type: none"> ■ Task Completed ■ Task Past Completion Date ■ BC Grading Construction ■ BC Paving Reconditioning ■ BC Bridge/Concrete ■ BC Electrical ■ Shoulder & Paint ■ Contractor Construction <p> • BCG - Brown County Grading Crew • BCP - Brown County Paving Crew • CPI - Culvert Pipe Installation • PCC - Concrete Curb Work • S&P - Shoulder & Paint • ELEC - Electrical/Conduit Work </p>	FRP (FRP-2) (FRP Corridor Pond)	Paul (OMNNI)	Mike				BCG								
	Duck Creek Parking Lot	Willi	Larry & Doug												
	CTH W (W-12) (Man-Cal Rd to Kings Rd) 1.45 CL Miles	Zach	Doug				S&P								
	CTH XX (XX-18) (East River Bridge to Bellevue St) 0.44 CL Miles	Zach	Doug				S&P		BEAM GUARD						
	CTH PP (PP-16) (School Rd to Shirley Rd) 1.00 CL Miles	Zach	Mike & Doug				S&P		BEAM GUARD						
	CTH PP (PP-18) (Shirley Rd to Lasee Rd) 0.51 CL Miles	Zach	Doug				S&P								
	CTH PP (PP-19) (Lasee Rd to Old Martin) 2.55 CL Miles	Zach	Doug				S&P			BEAM GUARD					
	CTH KB (KB-8) (Bohemia Dr to 700' West of CTH R) 0.14 CL Miles	Nick (McMAHON)	Doug & Contractor												
	New Franken Shop (Parking Lot)	Zach	Mike & Doug												
	CTH B (B-17) (Roundabout at Pelican Dr) 0.14 CL Miles	John (REL)	Doug & Contractor												
	CTH T (T-32) (CTH KB to North Ave) 0.80 CL Miles	Nick (McMAHON)	Doug & Contractor												
	CTH EA (EA-9) (STH 29 to Willow Road) 0.64 CL Miles	John (OMNNI)	Doug & Contractor												
	CTH T (T-33) (North Ave to Town Hall Rd) 1.21 CL Miles	Zach	Mike & Doug												
	CTH ZZ (ZZ-21) (Mallard Rd to Meadowlark Rd) 0.30 CL Miles	Nick (OMNNI)	Mike & Doug												
	CTH ZZ (ZZ-20) (Partridge to Wrightstown Rd) 0.72 CL Miles	Nick (OMNNI)	Mike & Doug												
	CTH PP (PP-19) (Old Martin to Viking Ln) 1.21 CL Miles	Zach	Doug												
	CTH GV (GV-12) (Hoffman Rd to STH 172 Ramps) 0.23 CL Miles	John	Contractor												
	CTH D (D-19) (Bridge over Plum Creek) 0.07 CL Miles	John (CORRE)	Contractor												
	CTH HS (HS-10) (Bridge over Susamico River) 0.08 CL Miles	John (OMNNI)	Contractor												
	Jail & ME Grading, Pond, & Millings	Nick	Mike												
	Ashwaubenon Mastic	---	Larry & Doug												
	Truck Harnessing 40 Total	Jim	---												

Project Key:

Surface Maintenance	Profile mill 2-inches of existing asphalt and pave one (1) new 2.5-inch asphalt mat.
Recondition Project	Mill 4-inches of existing asphalt, repair poor subgrade areas, and pave one (1) new 2.5-inch asphalt binder mat and (1) new 2-inch asphalt surface mat.
Reconstruction	Remove existing pavement and/or stone base, culvert and/or bridge replacement, and place new asphalt or concrete.

Public Works - Highway Division
12-Hour Work Days
4/1/19 - 4/30/19

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
4/4/2019	Charles, Brad	Nigh Roamer, State Culvert Inspection Training	13.75
4/11/2019	Allen, Chris	Plowing / Salting	16.25
4/11/2019	Bastian, Dan	Plowing / Salting	15
4/11/2019	Buhr, Mike	Mechanic Shop	13
4/11/2019	Burney, Tim	Plowing / Salting	12.25
4/11/2019	Charles, Brad	Plowing / Salting	12.5
4/11/2019	Collins, Robbie	Plowing / Salting	14.5
4/11/2019	Corrigan, Chad	Plowing / Salting	14.5
4/11/2019	Curl, Todd	Mechanic Shop	12
4/11/2019	Dallas, Chris	Plowing / Salting	13.5
4/11/2019	Doucha, Dean	Plowing / Salting	14
4/11/2019	Ferry, Jim	Mechanic Shop	12
4/11/2019	Gussert, Tim	Plowing / Salting	15.25
4/11/2019	Huguet, Bob	Mechanic Shop	12
4/11/2019	Ignatowski, Paul	Plowing / Salting	16
4/11/2019	LeGrave, Steve	Plowing / Salting	14.5
4/11/2019	Little, Bob	Plowing / Salting	15
4/11/2019	Melbauer, Charlie	Plowing / Salting	12
4/11/2019	Messerschmidt, Bill	Plowing / Salting	12
4/11/2019	Mineau, Zach	Plowing / Salting	12
4/11/2019	Mohr, Brian	Mechanic Shop	13
4/11/2019	Peot, Tracy	Plowing / Salting	14.25
4/11/2019	Reedy, Jason	Plowing / Salting	14.25
4/11/2019	Rentmeester, Dan	Plowing / Salting	12
4/11/2019	Sausen, Jim	Plowing / Salting	15.5
4/11/2019	Schmidt, Jamie	Mechanic Shop	12
4/11/2019	Schraufnagel, Dan	Plowing / Salting	15.25
4/11/2019	Scray, Norb	Plowing / Salting	14
4/11/2019	Sequin, Scott	Plowing / Salting	16
4/11/2019	Shimanek, Steve	Plowing / Salting	12.75
4/11/2019	Smits, Mike	Plowing / Salting	15.25
4/11/2019	Sperberg, Mark	Plowing / Salting	15.25
4/11/2019	Stein, Kelly	Plowing / Salting	16
4/11/2019	Taicher, Kevin	Plowing / Salting	12
4/11/2019	Umentum, Matt	Plowing / Salting	16
4/11/2019	VanDeHei, Jamie	Plowing / Salting	12
4/11/2019	Welsing, Jay	Plowing / Salting	13.5
4/11/2019	Zelten, Brian	Plowing / Salting	14.5
4/24/2019	Raisleger, Dale	Engineering, Traffic Counts	12
4/24/2019	Skaletski, Todd	Mason Street Bridge Work, ERC Call-in	12.5
4/24/2019	Smyser, John	Engineering, Traffic Counts	12

**PUBLIC WORKS
FACILITY MANAGEMENT DIVISION
12-HOUR WORK DAYS
4/1/19 thru 4/30/19**

DATE	EMPLOYEE	OPERATION PERFORMED	# HOURS WORKED
4/6/19	Liz Schroeder	Regular shift, plus coverage for employees on disability leave	12.0
4/7/19	Mike Lemens	Regular shift, plus coverage for employees on disability leave	12.0
4/8/19	Lucas Leahy	Regular shift, plus coverage for employees on disability leave	14.5
4/26/19	Mike Lemens	Regular shift, plus coverage for employees on disability leave	13.5
4/28/19	Liz Schroeder	Regular shift, plus coverage for employees on disability leave	12.0
4/29/19	Mike Lemens	Regular shift, plus coverage for employees on disability leave	12.5

BROWN COUNTY PUBLIC WORKS STAFFING SUMMARY

As of 4/30/2019

HIGHWAY DIVISION:

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Filled Date	Unfilled Reason
Senior Civil Engineer	5/11/18	Resigned	Fill: Open	In Process	N/A
Mechanic	1/27/19	Transfer	Fill: Open	In Process	N/A

	Budgeted FTE's	Actual #FTE's
Mgmt / Admin	10.75	10.75
Electrician	1.0	1.0
Engineering	7.0	6.0
Mechanics / Shop	12.0	11.0
Highway Crew	72.0	72.0
Sign Crew	2.0	2.0
Summer *	4.12	0
LTE	2.0	0
TOTAL	110.87	102.75

FACILITY MANAGEMENT DIVISION:

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Filled Date	Unfilled Reason
Housekeeper	Newly Created	N/A	Fill	---	N/A
Housekeeper	Newly Created	N/A	Fill: In July	---	N/A
Facility Worker	4/9/19	Termed	Fill	In Process	N/A

	Budgeted FTE's	Actual #FTE's
Mgmt / Admin	5.25	5.25
Facility Technicians	1.0	1.0
Facility Mechanics	7.0	7.0
Facility Workers	9.0	8.0
Housekeeping	20.0	18.0
Electrician	1.0	1.0
Summer Help *	0.46	0
TOTAL	43.71	40.25